

**2022**

**2022 MEASURE M**

# STRATEGIC IMPLEMENTATION PLAN







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SONOMA COUNTY TRANSPORTATION AUTHORITY

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# Executive Summary



This Strategic Implementation Plan is a collection of policies and guidance, as well as a programming and planning document. It is a tool for implementing the expenditure plan approved by the voters under Measure M. This Executive Summary provides an overview of the entire document.

Chapter 2 provides background on how the Measure has been implemented to this point, eighteen years after approval. This is where answers to questions regarding the SCTA's historical approach to delivering projects and past practices are found.

Chapter 3 is the heart of the plan. The SCTA's current approach to implementation, as well as forecasts and programming, are found in this chapter. The chapter starts with assessing historical revenue, with a projection of future revenue. The status of the seven Measure M programs is summarized, along with the amounts programmed for the 5-year period of the plan. In this 2022 update of the Strategic Implementation Plan, revenue projections and programming are cautious, with conservative estimates similar to the last document (2019). Revenue forecasting for GoSonoma the extension of Measure M for an additional 20 years is included in this section. Go Sonoma requires a Strategic Implementation Plan to be developed by the end of 2023.

Chapter 4 outlines the policies for implementation. This chapter contains twenty such policies, including how the apportionment programs work, eligible cost guidelines for specific projects, and maintenance of effort required for local street repair funds. These twenty policies guide both SCTA and Measure M project sponsors, and should be used as a reference guide.

Chapter 5 is the cash flow model. This is where to find actual revenue and projections for each of the seven programs (including administration of the measure). The projections are provided on a year to year basis and span the life of the measure. This model is the tool that allows SCTA to quantify each of the programs' goals.

Chapter 6 provides the most up-to-date information on each of the projects identified in the measure. It includes overview maps of each of the four project programs (101, Local Street Projects, Bicycle and Pedestrian Projects and Rail). Each project has its own information sheet that gives the description from the expenditure plan, information on what is being delivered, milestone dates, and a funding summary. Each information sheet also contains a map of the project.

The appendices contain resources to be used as references. Appendix 1 is a project sponsor checklist, which is a one page summary of the start to finish steps of project development with Measure M funds. Appendix 2 is a full and complete copy of the ballot measure as it appeared in the voter pamphlet in November 2004. This provides an instant reference to what the voters approved.

This document is a guide, a resource book, a manual, a model and an invaluable tool. I am proud to present the residents of Sonoma County with a plan that will not only advance, but also deliver many critical transportation projects and help maintain roadway and transit operational needs while carrying us into the second half of the life of our measure.



Chris Rogers  
Chair, Sonoma County Transportation Authority





# Background

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In 2004, the SCTA adopted the 2004 Comprehensive Transportation Plan (CTP), which serves as the guiding policy document and long term plan for transportation in Sonoma County. The 2004 CTP also serves as the backbone of the Measure M Expenditure Plan.

Measure M was the fourth attempt to pass a local sales tax for transportation purposes. The financial need for transportation improvements was increasing, and the commitments from the State and federal levels were unreliable. With that history, the SCTA Board of Directors decided to take a different approach in 2004. The SCTA created a bare-boned, multi-modal expenditure plan that could be accomplished with a ¼ cent sales tax increase. This expenditure plan put forward details on each program and project it proposed to fund.

On November 2, 2004, the voters of Sonoma County passed Measure M, a ¼ cent sales tax, to address transportation needs throughout the County. The Traffic Relief Act for Sonoma County – Measure M Expenditure Plan (Appendix 2) defines the overall program. The plan is very specific on how revenue is divided.

In general, the plan provides funding for seven (7) program categories as follows:

20%

is for the program of local street rehabilitation (LSR)

20%

is for the program of local street projects (LSP) throughout the County

40%

is for the program of Highway 101 widening projects throughout the County

10%

is for the program of restoring and enhancing local bus transit (LBT) service

5%

is for the SMART program/project to develop passenger rail service

4%

is for the program of bicycle and pedestrian projects

1%

is for administration of the overall Measure M program





On June 11, 2005, the SCTA Board of Directors passed the first Strategic Plan, known as the 2005 Measure M Strategic Plan. The 2005 Plan achieved the following:

**Defined the management of the programmatic components**

**Defined the role of the Measure M project sponsor**

**Created basic financial policies**

**Created initial revenue forecasts**

**Provided a funding schedule for specific projects for the first five years of the Measure**

**Implemented initial Measure M policies, such as audit and reporting requirements**

**Provided resources and information for project sponsors**

The Strategic Implementation Plan is a 5-year programming document. It provides a snapshot of anticipated cash flow, as well as a commitment of funds to specific projects for five years of the Measure. In order to effectively reflect upon actual revenues and project progression, 2005 Plan set a goal for plan updates of every two years.

The Strategic Implementation Plan has been updated seven times since the first document. Previous plans adjusted revenue projections and provided programming through FY 2022-23, nearly at the projected capacity of the sales tax. Policies were refined and added to provide clarification and support for sponsors implementing projects, while assisting SCTA to effectively implement Measure M. This plan refines previous revenue projections, refines past programming and policies, and provides two more years of programming through the twentieth year of the Measure, FY 2024-25.

SCTA has collected more than \$337 Million in local sales tax funds, through Fiscal Year 2020-21. In 2008, SCTA sold its first revenue bonds, which allowed the SCTA to be in position to leverage other fund sources for the Highway 101 program. SCTA issued its second series of revenue bonds in 2011. The 2011 Series Bond proceeds further advanced the Highway 101 program and also provided advance funding for the SMART passenger rail program. In 2015, SCTA issued revenue bonds for a third time. The purpose of the Series 2015 Bonds was to refinance the 2008 Bonds and advance the Highway 101 Program.



The impact of the global COVID-19 pandemic and its duration, severity, and economic effects are uncertain in many respects. The impact on sales tax revenue in Sonoma County was substantially less than initially expected and dropped only 5.3% in Fiscal Year (FY) 2019-20 over FY 2018-19 revenue. Sales tax receipts in Sonoma County rebounded 12.9% in FY 2020-21 relative to the sales tax revenue decline experienced in FY 2019-20. The rebound in sales tax revenues is mostly attributable to e-commerce/online purchases and auto sales. The local impacts of the global pandemic continue to be severe on our Bus and Rail transit operators in Sonoma County.

Measure M has been an effective means towards leveraging State and Federal transportation dollars, especially the \$4.5 Billion State Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Five Measure M programs have received Proposition 1B funding, by using Measure M as a required matching fund source. Since inception, Measure M funds have contributed towards projects that have been fully delivered in five program categories. The sixth, non-administrative program, SMART now has dedicated fund sources and started service in August 2017 on an initial operating segment between central San Rafael and northern Santa Rosa. The success of the Measure leveraging other fund sources continued with Governor Jerry Brown signing into law Senate Bill 1 (SB 1). SB 1 is a landmark legislation known as the Road Repair and Accountability Act of 2017 that invests \$5.4 billion annually in state and local roads, goods movement, public transit and active transportation programs to counties that have chosen to be “self-help” by approving transportation measures of their own. Measure

M made it possible for over \$85 Million of SB 1 funds to be programmed to Highway 101 in Sonoma County, which is just the beginning of the leveraging potential of SB 1 funds with Measure M.

Over the past eighteen years Measure M has been a success in delivering transportation improvements to Sonoma County. Bicyclists and pedestrians are using new and improved facilities, drivers are experiencing less congested and better maintained roadways, Highway 101 has been widened through much of the county, transit riders have bus service maintained, and in 2017, commuter rail service was made available between Sonoma and Marin Counties- all of this is due to the availability of Measure M funds.

Measure M has delivered on its promise to leverage other fund sources and has made significant progress on delivering its expenditure plan. There and three-quarter years of sales tax revenue remain estimated at \$115.5 Million, but \$33.5 Million of that revenue is committed to debt service. In order to deliver the full expenditure plan, additional leveraging will be needed. As the Measure moves closer to its sunset, priorities may change. It is anticipated that strategic planning will become more difficult as more and more of the ready to go projects are delivered. It is likely that SCTA will have to consider changes to the expenditure plan as the Measure M program ends in 2025 and transitions to the new Go Sonoma sales tax program.





# Strategic Plan Approach

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## SECTION 3.1 GENERAL APPROACH

In approaching the 2022 Strategic Implementation Plan update, the SCTA evaluated fluctuations in economic conditions, project costs, and delivery plans since the publication of the 2019 Strategic Plan to aid in the continued implementation and management of the Measure M Expenditure Plan. This approach is consistent with those taken with prior strategic plan updates.

At the onset of this chapter, and while the reader is well familiar, it is important to address local, national, and global events since the delivery of the 2019 Strategic Plan that have or may have implications for sales tax revenue growth:

- **COVID-19 Pandemic:** In February 2020 the World Health Organization (WHO) announced the official name for the outbreak of COVID-19, an upper respiratory tract illness caused by infection by a transmissible, novel coronavirus. COVID-19 has since spread across the globe. On June 8, 2020, the National Bureau of Economic Research announced that the U.S. officially entered into a recession in February 2020 as a result of the impact of COVID-19. Prior to this recession, the United States and the Bay Area, including Sonoma County, had not experienced a recession since fiscal years 2008 through 2010. The economic recession caused by the COVID-19 pandemic affected consumer spending patterns — directly or indirectly impacting the amount of sales tax revenues remitted to the SCTA. While the COVID-19 outbreak is ongoing, and its duration and severity and economic effects are uncertain in many respects, sales tax receipts in Sonoma County

rebounded in FY 2020–21 relative to the sales tax revenue decline experienced in FY 2019–20. The rebound in sales tax revenues is mostly attributable to ecommerce/online purchases and auto sales.

- **Wildfires:** In recent years, portions of California, including Sonoma County and adjacent counties, have experienced wildfires that have burned thousands of acres and destroyed thousands of homes and structures. In October 2017, Sonoma County experienced a series of wildfires, known as the Sonoma Complex Fires. Other notable incidents that have impacted the County and/or adjacent counties, include the Mendocino Complex Fires, Kincadee Fire, LNU Lightning Complex Fires, August Complex Fires, and Glass Fires. As Sonoma County and its neighboring counties remain vulnerable to effects of wildfires, the SCTA remains cautious of the sustained threat of such natural disasters on the local economy.

Based on review and analysis of economic circumstances and actual Measure M sales tax receipts over the past three fiscal years since the drafting of the 2019 Strategic Plan, SCTA cautiously forecasts expectations for continued growth through this revised 2022 Strategic Implementation Plan. Based on such expectations for the collection of future sales tax revenues, the 2022 Strategic Implementation Plan provides an explanation of how the SCTA will allocate resources over the term of the tax.

## SECTION 3.2 SALES TAX REVENUE FORECAST

Critical to the SCTA's financial planning is the forecast of sales tax revenues for each year





over the remaining life of Measure M, which is approaching its sunset date of March 31, 2025. The ongoing receipt of sales tax revenues allows the SCTA to fund programs, deliver projects, pay expenses and service debt for bond financed capital projects.

The sales tax revenue forecast presented in this 2022 Strategic Implementation Plan update builds from actual sales tax revenue data through FY 2020–21. Future revenues are therefore projected from a FY 2020–21 base value of \$28.7 million (actual, audited). Growth is expected to continue over the course of the forecast period; however, while the FY 2020–21 sales tax receipts reflect signs of recovery, the forecast considers the uncertainty around a sustained economic recovery and the future trajectory of the COVID-19 pandemic and implications for consumer spending and local economic activity. We therefore remain prudent in our approach.

We continue to base our forecast on a conservative estimate of 3% annual growth, despite average annual growth averages in recent years being above this value. The total amount of revenues generated by the Measure M sales tax through March 2025, assuming a 3% annual growth rate in the remaining years of the tax, is anticipated to be approximately \$452.5 million, which is less than the original estimated amount of \$470.0 million, but higher than the total revenue forecast presented in recent strategic planning documents — namely, both the 2017 Strategic Plan and the 2019 Strategic Plan. Despite local, national, and global events that had the potential to severely impact the performance of the Measure M tax, SCTA experienced sales tax revenue growth over the course of the last three fiscal years, averaging 5.3% annually.

In the following sections, the sales tax revenue forecast for the 2022 Strategic Implementation Plan is discussed in greater detail. Overall, the sales tax revenue forecast is based on historical data trends and current economic conditions — both locally and at State and national levels.

## Section 3.2.1 Historical Data

**TABLE 3.1 HISTORICAL SCTA 1/4 CENT MEASURE M SALES TAX REVENUES**

Fiscal Year	SCTA Sales Tax Revenues <sup>(1)</sup>	Growth
2004–05	\$1,902,342	—
2005–06	17,013,092	—
2006–07	19,585,661	16.73%
2007–08	18,864,061	-5.01%
2008–09	16,923,046	-10.29%
2009–10	15,268,289	-9.78%
2010–11	16,535,252	8.30%
2011–12	17,444,645	5.50%
2012–13	20,079,659	15.11%
2013–14	21,044,133	4.80%
2014–15	21,387,660	1.63%
2015–16	22,066,337	3.17%
2016–17	23,044,870	4.43%
2017–18	24,785,653	7.55%
2018–19	26,798,285	8.12%
2019–20	25,383,948	-5.28%
2020–21	28,667,696	12.94%
<b>Averages</b>		
	3-year	5.26%
	5-year	5.55%
	10-year	5.80%
	All Data	3.86%

(1) SCTA Audited Financial Statements.



The SCTA ¼ cent Measure M sales tax began at the end of FY 2004–2005; accordingly, FY 2005–2006 represents the first complete year of sales tax revenue. The writing of the 2022 Strategic Implementation Plan is conducted concurrent with the close of FY 2020–21, allowing for sixteen (16) complete years of historical sales tax revenue data since inception. This history of actual sales tax receipts to the Measure M program serves as the basis for evaluating future trends. Historical fiscal year revenue for the SCTA ¼ cent Measure M sales tax is shown in Table 3.1 to the right.

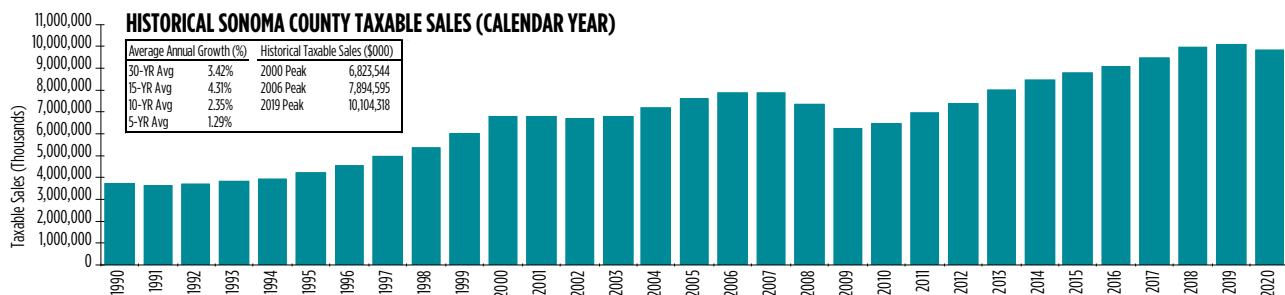
The sales tax revenue forecast in the 2019 Strategic Plan (utilizing a 3% annual rate of growth increase) took a conservative approach to forecasting — remaining cautious of the eventual end of the economic expansion and considering the potential of local, state, and national economic events. Even despite the onset of the COVID-19 pandemic, which could not have been predicted, actual overall growth in sales tax revenues was stronger than as forecasted in the 2019 Strategic Plan.

Specifically, utilizing a 3% year-over-year growth rate, the 2019 Strategic Plan projected total sales tax revenue receipts of \$78.9 million from FY 2018–19 to FY 2020–21. However, despite the -5.3% decline in FY 2019–20 due to the impact of the pandemic, larger than projected growth in FY 2018–19 and FY 2020–21 resulted in actual sales tax revenues of \$80.8 million over the recent 3-year period — resulting in approximately \$1.9 million higher sales tax revenue receipts than as projected in the 2019 Strategic Plan. Over the life of the Measure M sales tax (since FY 2005–2006), the historical average annual growth rate equates to 3.9%; however, more recent average annual growth rates have been above 5.0%.

In evaluating historical trends, it is also instructive to look at taxable sales in the County as taxable sales are the basis for the SCTA's revenues. Sonoma County taxable sales data also provides a longer-term historical look-back at collection trends. Taxable sales growth, however, can vary from actual sales tax revenue growth due to adjustments by the California Department of Tax and Fee Administration, which collects the sales taxes. In addition, taxable sales are reported on a calendar year basis (year ending December 31) as compared to sales tax revenues, which are typically reported on a fiscal year basis (year ending June 30).

The following Chart 3.1 displays 30 years of historical Sonoma County Taxable Sales:

**CHART 3.1 — HISTORICAL SONOMA COUNTY TAXABLE SALES (CALENDAR YEAR)**





The SCTA has historically approached its sales tax revenue forecasts from a long-term perspective. As shown through the data in this section, Sonoma County experienced recessions in the early 1990s, early 2000s and late 2000s which had measurable impact on taxable sales. These recessionary periods have been followed by periods of economic recovery resulting in positive long-term historical averages.

The drafting of the 2022 Strategic Implementation Plan update is concurrent with peak periods of historical taxable sales and Measure M sales tax cycles. The 2019 Calendar Year value for historical taxable sales was \$10.1 billion — up from the 2000 peak of \$6.8 billion and the 2006 peak of \$7.9 billion. We note that the 2020 Calendar Year value reflects a modest decline from the 2019 Calendar Year peak value largely due to the COVID-19 pandemic. However, 2020 Calendar Year taxable sales of \$9.9 billion exceed the previous peak of \$9.1 billion (2016 Calendar Year) that was referenced in the 2019 Strategic Plan.

### Section 3.2.2 Economic Factors

As we consider current economic conditions and implications for the continued performance of the Measure M sales tax, we continue to rely upon conservative forecasts given the dynamic nature of the national, state, and local economies and the uncertain course of the COVID-19 pandemic.

In January 2021, Moody's Analytics prepared a research publication for the Sonoma County Economic Development Board (EDB) in conjunction with the periodic release of EDB's Local Economic Report. Moody's Analytics

analyzed employment, income, migration patterns, industries, and economic output to better understand current and expected economic conditions for the County. Utilizing data as of January 2021, Moody's Analytics positioned the business cycle in the County at "recovery"; however suggested that recovery in Sonoma County from the COVID-19 pandemic had stalled with business restrictions and a pullback in travel leaving the County in a slightly worse position than the California average. Overall, the Local Economic Report stated: *"Sonoma County's near-term recovery will be sluggish, but the outlook has improved slightly as the vaccination rollout takes shape. The pandemic is wreaking havoc on the economy and its reliance on tourism leaves it more exposed to an uneven recovery. Fortunately, most job losses will be temporary, and Sonoma will regain its footing late in 2021. In the long run, a high quality of life and highly educated workforce will keep the county in line with the California average in job and income growth."* This characterization presents a cautionary framework for the rate of real growth in sales tax revenues; however, the January 2021 data does not reflect the economic activity associated with the State of California's "re-opening" that occurred in June 2021.

Following the Moody's Analytics assessment in January 2021, HdL Companies (HdL), an analytic services company that assists the SCTA with near-term and longer-term sales tax revenue forecasts, provided its updated economic outlook in September 2021. Given strong performance across the County in the first half of calendar year 2021, HdL anticipates a positive short-term outlook in economic and sales tax trends with expectations for both

FY 2021–22 and FY 2022–23 sales tax revenues to reflect growth from FY 2020–21 actual revenues of \$28.7 million. Online sales and auto sales were the primary drivers of the FY 2020–21 revenue gains — with continued COVID recovery/rebound, HdL estimates an uptick in taxable sales activity from restaurants, hotels, and service stations. Overall, the HdL estimates include statewide assumptions, the impacts of the ongoing pandemic and inflationary influences on the price of many taxable products.

Reflecting signs of improved economic conditions in the State, the August 2021 California Department of Finance’s *Finance Bulletin* noted stronger labor market conditions as California has now recovered 58.3% of the 2.7 million jobs lost in March and April 2020. Nine sectors added jobs: leisure and hospitality (56,600), government (35,900), educational and health services (10,400), other services (6,400), information (4,600), professional and business services (4,000), construction (1,100), trade, transportation, and utilities (1,000), and mining and logging (300). Furthermore, personal income tax receipts and sales and use tax receipts to the State of California General Fund in July 2021 came in above monthly forecasts.

Additionally, due to the dynamic nature of the economy, at a national level, in July 2021, the Congressional Budget Office (CBO) released its Update to the Budget and Economic Outlook: 2021–2031 (originally published in February 2021) due to evolving and improving economic conditions. Compared with its estimates in February 2021, CBO now projects stronger economic growth. Three main factors are responsible for that result. First, CBO expects recently enacted fiscal policies to boost output. Second, CBO projects that the effects of

social distancing on economic activity in 2021 will be smaller than the effects it projected in February, reflecting a more rapid return to normalcy. Third, CBO has raised its estimate of the consumer spending that results from the additional savings that households accumulated during the pandemic. As a result, CBO’s projections of inflation are also higher than the projections it made in February, as output now exceeds its potential level sooner and by a larger amount than previously expected.

While there is expectation of growth over the near-term as the impact of the global pandemic continues to ease, there are potential risks associated with expectations for robust economic and revenue gains. In the following paragraphs we set forth a sales tax revenue forecast that projects consistent annual growth in-line with long-term historical sales tax revenue growth averages. The SCTA remains prudent as it approaches estimates for growth in the 2022 Strategic Implementation Plan, and, overall, the forecast demonstrates a conservative approach to predicting growth through the term of the Measure M tax — March 31, 2025.

### Section 3.2.3 Real Versus Inflationary Growth

There are two factors that impact the growth of sales tax revenues: (i) inflationary growth and (ii) real growth. Sales tax revenues will grow as a result of annual inflationary impacts; the same amount of goods will cost more or less in subsequent years. In addition, sales tax revenues will experience real growth regardless of inflationary impacts as regional economic and demographic factors result in increases or decreases in purchasing trends.





TABLE 3.2 INFLATIONARY AND REAL GROWTH OF THE SCTA 1/4 CENT MEASURE M SALES TAX REVENUE

Fiscal Year Ending June 30	Measure M Performance		Inflationary Growth		Real Growth
	SCTA Sales Tax	Growth	CPI West <sup>(1)</sup>	Growth	
2006	17,013,092	N/A	206.7	4.24%	N/A
2007	19,858,661	16.73%	212.5	2.83%	13.90%
2008	18,864,061	-5.01%	223.9	5.33%	-10.34%
2009	16,923,046	-10.29%	219.5	-1.96%	-8.33%
2010	15,268,289	-9.78%	221.3	0.84%	-10.62%
2011	16,535,252	8.30%	227.8	2.93%	5.37%
2012	17,444,645	5.50%	231.9	1.79%	3.71%
2013	20,079,659	15.11%	236.3	1.92%	13.19%
2014	21,044,133	4.80%	241.9	2.33%	2.47%
2015	21,387,660	1.63%	245.0	1.32%	0.31%
2016	22,066,337	3.17%	248.4	1.36%	1.81%
2017	23,044,870	4.43%	254.7	2.55%	1.88%
2018	24,785,653	7.55%	264.0	3.64%	3.92%
2019	26,798,285	8.12%	271.0	2.67%	5.45%
2020	25,383,948	-5.28%	275.6	1.69%	-6.96%
2021	28,667,696	12.94%	289.9	5.18%	7.76%
Averages					
3-year		5.26%		3.18%	2.08%
5-year		5.55%		3.14%	2.41%
10-year		5.80%		2.44%	3.35%
All Data		3.86%		2.29%	1.57%

(1) CPI West Region All Items, U.S. Department of Labor Statistics. Data reflects July values.

Table 3.2 summarizes the historical growth of the SCTA 1/4 cent Measure M sales tax revenues in terms of inflationary growth (CPI) and real growth. Based on the averages shown in Table 3.2, inflationary growth has been less volatile than real growth; however, FY 2020–21 data would suggest a greater impact of inflationary pressures.

### Section 3.2.4 Sales Tax Revenue Forecast Conclusions

Economic conditions in the County afforded sales tax revenue growth for nine (9) consecutive years leading into the FY 2019–20 and the onset of the global pandemic. While FY 2019–20 sales tax revenues were adversely impacted by the COVID-19 pandemic resulting in a -5.3% decline in actual receipts, FY 2020–21 sales tax revenues reached an all-time program high of \$28.7 million (12.9% growth over FY 2019–20 and 7.0% growth over FY 2018–19). The forecasting of sales tax revenues in a dynamic economic environment, therefore, must balance the recent economic conditions and historical growth averages.

In Table 3.3, we update FY 2018–19 and FY 2019–20 values with actual data and provide FY 2020–21 actual unaudited data, which at time of printing is confirmed as the audited revenue.. The 2022 Strategic Implementation Plan sales tax revenues forecast will use 2.30% for inflationary growth beginning in FY 2021–22 through the life of the tax. This growth rate is consistent with the total all data historical average of inflationary growth (shown in Table 3.2) and achieves a 20-year inflationary growth program average of 2.39% (shown in Table 3.3). Prior strategic plans have forecasted a lower inflationary growth rate and higher real growth rate contributing to the projected 3.0% total annual growth rate. For the 2022 Strategic Implementation Plan we have assumed a higher rate of inflation and lower rate of real growth, which is consistent with the discussion of the current economic environment above.

Also shown in Table 3.3 is real annual growth at 0.7% for FY 2021–22 through the life of the tax. The real growth forecast has a 20-year program average of 1.39%. This program average is slightly more conservative than the total all data historical average of real growth for the SCTA Measure M tax of 1.57%. Consistent with the discussion above, this forecast appears conservative based on historical data as well as considering the economic uncertainty over the near term.





TABLE 3.3 — SALES TAX REVENUE FORECAST IN FUTURE DOLLARS AND “2004” DOLLARS

Fiscal Year Ending	Actual/Projection	Inflationary Growth	Real Growth	Total Growth	Sales Tax Revenue <sup>(1)</sup> Future \$	Sales Tax Revenue <sup>(1)</sup> 2004\$ <sup>(2)</sup>	Difference
2005	Actual	2.43%	N/A	N/A	\$1,902,342	\$4,179,606	(\$2,277,264)
2006	Actual	4.24%	N/A	N/A	17,013,092	17,255,087	(\$241,995)
2007	Actual	2.83%	13.90%	16.73%	19,858,661	17,808,975	\$2,049,686
2008	Actual	5.33%	-10.34%	-5.01%	18,864,061	18,380,643	\$483,418
2009	Actual	-1.96%	-8.33%	-10.29%	16,923,046	18,970,662	(\$2,047,616)
2010	Actual	0.84%	-10.62%	-9.78%	15,268,289	19,579,620	(\$4,311,331)
2011	Actual	2.93%	5.37%	8.30%	16,535,252	20,208,126	(\$3,672,874)
2012	Actual	1.79%	3.71%	5.50%	17,444,645	20,856,807	(\$3,412,162)
2013	Actual	1.92%	13.19%	15.11%	20,079,659	21,526,311	(\$1,446,652)
2014	Actual	2.33%	2.47%	4.80%	21,044,133	22,217,305	(\$1,173,172)
2015	Actual	1.32%	0.31%	1.62%	21,387,660	22,930,481	(\$1,542,821)
2016	Actual	1.36%	1.81%	3.17%	22,066,337	23,666,549	(\$1,600,212)
2017	Actual	2.55%	1.88%	4.43%	23,044,870	24,426,245	(\$1,381,375)
2018	Actual	3.64%	3.92%	7.55%	24,785,653	25,210,328	(\$424,675)
2019	Actual	2.67%	5.45%	8.12%	26,798,285	26,019,579	\$778,706
2020	Actual	1.69%	-6.96%	-5.28%	25,383,948	26,854,808	(\$1,470,860)
2021	Actual	5.18%	7.76%	12.94%	28,667,696	27,716,847	\$950,849
2022	Projection	2.30%	0.70%	3.00%	29,527,727	28,606,558	\$921,169
2023	Projection	2.30%	0.70%	3.00%	30,413,559	29,524,828	\$888,730
2024	Projection	2.30%	0.70%	3.00%	31,325,965	30,472,575	\$853,390
2025	Projection	2.30%	0.70%	3.00%	24,199,308	23,588,059	\$611,250
Total					\$452,534,188	\$470,000,000	(\$17,465,812)

(1) FY 2005 and FY 2025 are partial years

(2) “2004 Dollars” reflect escalation at a total growth rate of 3.21% used in 2005 Strategic Plan

In the Measure M Expenditure Plan as well as all Strategic Plans, total revenues are distributed to specific programs according to percentage allocations. Dollar estimates were originally calculated by multiplying the percentage allocations by total revenues (in “2004 Dollars”) over the 20-year period of the measure. For financial planning purposes, these 2004 Dollar allocations were increased by total growth of 3.21% and totaled \$470 million. It is assumed that each program receives its “total growth” shares of revenues. Additionally, it is assumed that programs receive

their revenues on an annual pro rata basis. By example, since Highway 101 is programmed to receive 40 percent of total revenues, it is assumed that it receives 40 percent of annual revenues each year.

The forecasted sales tax revenue for the 2022 Strategic Implementation Plan is \$452.5 million which is approximately \$17.5 million lower than the original estimate in 2004 dollars of \$470.0 million. However, this overall forecast is improved from the forecasts within recent Strategic Plan updates due to actual revenue growth above 3% in recent years. The overall projected decline in forecasted Measure M sales tax revenues can be primarily attributable to the economic recession beginning in FY 2007-08 and resulting in sales tax revenue declines through FY 2009-10.

**TABLE 3.4 PROGRAM REVENUE ALLOCATIONS AND FORECASTS**

Total Revenue Allocation			
Program Category	Allocation	2021 Forecast	2004 Dollars
Local Street Repairs	20%	\$90,535,452	\$94,000,000
Local Street Projects	20%	\$90,515,853	\$94,000,000
Highway 101	40%	\$180,960,218	\$188,000,000
Transit	10%	\$45,260,229	\$47,000,000
Passenger Rail	5%	\$22,631,554	\$23,500,000
Bike/ Pedestrian	4%	\$18,104,116	\$18,800,000
Administration	1%	\$4,526,767	\$4,700,000
<b>Total</b>	<b>100%</b>	<b>\$452,534,188</b>	<b>\$470,000,000</b>

Table 3.4 illustrates program revenue allocations in 2004 dollars and in forecasted sales tax revenues dollars as discussed in the above paragraphs. The resulting 2022 Strategic Implementation Plan forecast is approximately 96% of the original 2004 estimates.

### Section 3.2.5 Leveraging

The best way for Measure M to generate more revenue and to deliver programs is to leverage other funding sources. The SCTA has worked both as a project sponsor and with other project sponsors to increase the overall funding available to Sonoma County transportation projects, specifically projects identified in the expenditure plan and approved by the voters. Availability of matching funds has been a key theme in all Measure M programming decisions. As a result, Measure M has leveraged far more than had been anticipated.

California State Bonds (Proposition 1B) provided two primary sources for Measure M. The Corridor Mobility Improvement Account (CMIA) and State and Local Partnership Program (SLPP) provided \$258.5 Million and \$11.4 Million respectively for SCTA sponsored Measure M projects. Interregional Transportation Improvement Program (ITIP) funding of \$86 Million was programmed to Highway 101 for the Marin Sonoma Narrows Project (MSN). Additionally, \$58.3M of Federal funds have been contributed to the Highway 101 Corridor since Measure M passed. \$85.37 million of Senate Bill 1 funding was programmed to Highway 101 for the Marin Sonoma Narrows Project (MSN).

SCTA partnered with the City of Petaluma to deliver both the MSN—C1 (East Washington





Interchange) contract and the Highway 101 — Old Redwood Highway Interchange projects with local matching funds of \$4 Million and \$14.3 Million respectively. The County contributed \$7.4 Million in matching funds towards the Highway 101 — Airport Interchange Project. The Local Street Project program has exceeded its match requirement thus far. Additionally, the Bike/Pedestrian program has leveraged matching funds, even though it was not required by the Measure.

The Measure’s overall success in leveraging funds is a result of a successful project delivery program. SCTA has found that the majority of funding opportunities were restricted to the projects’ construction phases, and then only if a project could be delivered quickly. So initially, SCTA used Measure M funds to deliver the pre-construction phases of projects, in order to get projects “shovel-ready” for construction when such funding opportunities arose. Later, Measure M funds were used to match other construction fund sources, as needed. Measure M — Highway 101 program funds have been matched at a rate of 5:1 with other fund sources for projects in Sonoma County.

SCTA’s Policy 5 — “Program Methodology for Project Specific Programs” lists project readiness by phase, availability of matching funds, and ability to leverage funding sources as priorities in all programming decisions. Funding for transportation is very much tied to the economy. The successes SCTA realized in leveraging other fund sources with Measure M in the first eight years of the program was primarily a result of transportation funds that were legislated during the last economic boom. State Proposition 1B was passed by the voters in November 2006. After the economic recession

hit there were no new significant transportation funding programs approved by either the state or federal governments.

In April 2017, the state legislature passed the Road Repair and Accountability Act (SB 1). In November 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law” or BIL) into law. The Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and economy in our Nation’s history. It provides \$550 billion over FY 2021-22 through FY 2025-26 in new federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband. As was the case in previous funding programs, competitive programs under SB 1 and BIL prioritize funding construction ready projects, with local matching funds first. SCTA is well positioned with construction ready projects and will continue to position its programs and projects to leverage future opportunities.

### SECTION 3.3 APPORTIONMENT PROGRAMS

Of the six programs within Measure M, two are considered apportionment programs in that funds are proportioned to the program sponsors within the program, based on a formula. The Measure M Expenditure Plan does not call for specific projects within these programs. The two programs are Local Streets Rehabilitation (LSR) and Local Bus Transit (LBT). Funds are disbursed on a set schedule based on pay-as-you-go financing. Apportionment program recipients report on how their Measure M funds

were expended at the end of each fiscal year as part of their annual reporting letter.

### **Section 3.3.1** **Local Streets Rehabilitation** **(LSR) — 20%**

Eligible expenses under the LSR program relate directly to fixing existing roads and keeping them maintained. Traffic calming, bicycle/pedestrian facilities, and intelligent transportation system technology and system implementation are eligible for sales tax revenue in this program category. The formula distribution for these funds is based on 50% road miles and 50% population. The road mile and population data are updated annually using Department of Finance population figures and centerline miles as reported by local jurisdictions. A cooperative agreement between the SCTA and each jurisdiction was executed before the first disbursement to that jurisdiction took place.

Each of the nine Cities and the County manage their own LSR programs, while using Measure M funds to augment their existing maintenance program. Road maintenance funding is allocated quarterly to each jurisdiction. After the close of each fiscal year, each jurisdiction submits a reporting letter which outlines how the Measure M funding was spent, with a full accounting of the Measure M funds (including interest earned), a description of what projects or improvements were completed and how public information requirements were met. Policy 1 of Chapter 4 outlines specifics on allocations and reporting requirements.

During the recession, finding additional funding for local road maintenance remained

a challenge. Because maintenance of effort is a requirement of the expenditure plan, but the methodology was not explicit, as part of the 2011 Strategic Plan, Policy 14, Maintenance of Effort, was adopted. Policy 14 provides a methodology for implementing the Public Utility Code requirement that Measure M funding be used to supplement and not replace funding for local road maintenance. This policy was revised in 2020 as further described in Chapter 4 to be consistent with the requirements of SB 1.

### **Section 3.3.2** **Local Bus Transit (LBT) — 10%**

Bus transit funding is allocated quarterly to each of three county transit operators (by agreement, the County assumed the operations of a fourth original operator, Healdsburg, in 2011), and began with the first disbursement at the end of the first quarter of FY 2005–06. The estimate of Measure M funding is included in an annual Coordinated Claim. A cooperative agreement between the SCTA and each agency was executed before the first disbursement to that agency took place. Healdsburg's responsibilities and corresponding Measure M apportionment were assigned to Sonoma County Transit by an agreement negotiated in 2011.

The three transit operators use Measure M funds to maintain and when possible, expand service. Transit operators are required to submit a letter to the SCTA on an annual basis outlining how the Measure M funding was spent, with a full accounting of the Measure M funds (including interest earned), a description of what projects or activities were completed and how performance standards were met. Policy 1 of Chapter 4 outlines specifics on allocations and reporting requirements.





## SECTION 3.4 PROJECT SPECIFIC PROGRAMS

Of the six programs within Measure M, four are considered project specific programs in that the Measure M Expenditure Plan calls for one or more specific projects within the program. The Expenditure Plan divides the projected funding to each project within the program using 2004 dollars. The timing of funding for specific projects is subject to the programming of projects within the Strategic Implementation Plan and is also subject to change as the Plan is updated. Project sponsors must request appropriation of programmed funds per fiscal year (except for Highway 101) and submit periodic invoices for reimbursement. Policy 9 outlines specifics on proper and timely invoicing on project specific programs.

During the development of the 2022 Strategic Implementation Plan programming capacity for all project specific programming requests from the jurisdictions was available and programmed in May 2021 as a separate Board action from the approval of the current document.

### Section 3.4.1 Highway 101 Projects Program — 40%

The Highway 101 Program consists of projects needed to widen Highway 101 to three lanes in each direction from the southern Sonoma county line to Windsor River Road. Caltrans and/or SCTA serves as the Project Sponsor for the various developmental phases.

The Measure M Expenditure Plan provided the estimated sales tax contribution shown in Table 3.5 among the listed six locations to complete Highway 101 work:

**TABLE 3.5 HIGHWAY 101 PROGRAM ESTIMATED SALES TAX SHARE (IN THOUSANDS)**

Project Description	Project Name	2004\$ <sup>(1)</sup>
Santa Rosa Avenue to Rohnert Park Expressway	Wilfred	\$40,000,000
Old Redwood Highway (Petaluma) to Rohnert Park Expressway	Central	\$50,000,000
Steele Lane in Santa Rosa to Windsor River Road in Windsor	North	\$50,000,000
Petaluma River Bridge to Old Redwood Highway	MSN—Petaluma	\$25,000,000
Petaluma River Bridge to Sonoma County Line	MSN—Narrows	\$10,000,000
Design, Project Development and Financing Cost	DDF	\$13,000,000
<b>Total</b>		<b>\$188,000,000</b>

(1) "2004\$" represent original program estimate of \$188 Million. Table 3.4 shows a 2019 forecast of \$178 Million.

Since the overall Highway 101 widening far exceeds the capacity of the Measure M funding program, significant State and Federal funding is necessary for the program's success. To help leverage potential future funding opportunities, the SCTA board first authorized Measure M — 101 funds to be used to advance the design of the North and Central projects. With the Wilfred project already being designed and the Marin Sonoma Narrows (MSN) project's Environmental Document well under way using State Transportation Improvement Program (STIP) funding, the SCTA proved to be in good position to leverage funding opportunities.

In November 2006, California voters passed Proposition 1B, also known as the \$19 Billion State Infrastructure Bond for Transportation. SCTA determined that the \$4.5 Billion Corridor Mobility Improvement Account (CMIA) provided the best opportunity to secure funding for the 101 program.

The CMIA program was competitive and focused on relieving congestion on major State corridors. The CMIA guidelines placed emphasis on funding projects that not only would relieve congestion, but could also meet fast delivery schedules and provide significant local funding matches. The SCTA decided that phasing some of the Highway 101 projects into smaller, independently useful projects would result in a maximization of CMIA funding and project delivery for the overall Highway 101 program (See the Highway 101 Map and information sheets in Chapter 6 for a description of projects and project phases).

The advancement of the Wilfred, Central, and North projects proved fruitful, and SCTA received \$156 Million in initial CMIA

programming for these projects. The Wilfred, Central—A and North—A projects are now constructed and have created a continuous HOV lane system from north of Pepper Road near Petaluma to Windsor River Road.

Additionally, SCTA used Measure M and future Sonoma and Marin shares of Regional Transportation Improvement Program (RTIP) funds to secure \$82.4 Million in initial CMIA and \$66.06 Million in Interregional Transportation Improvement Program (ITIP) funding for the MSN project. Combined with Federal funds, State Transportation Improvement Program (STIP), and Transportation Congestion Relief Program (TCRP) funds, the first four phases of the MSN project were fully funded through the construction phase.

In the 2007 Strategic Plan, SCTA programmed 50% of the total Measure M — Highway 101 2004\$ revenue projection. SCTA issued revenue bonds in 2008 to have enough Measure M funding in place to advance construction on these projects. The Series 2008 Bonds issuance provided approximately \$50.6 Million in total proceeds to advance the Highway 101 Program. Accounting for the economic downturn and reduced project costs due to lower than anticipated contractor bids, the 2009 Cash Flow Model projected a modest amount of programming capacity through 2014. To maximize the advancement of projects, the model projected a second bond offering in 2011.

Using Federal funds, Proposition 1B State-Local Partnership Program (SLPP) funding, contributions from the City of Petaluma, Measure M — LSP, and Measure M — 101 bid savings, the 2009 Plan included full funding of two additional project phases, and MSN — C1





(Highway 101 — East Washington Interchange) and Central C (Highway 101 — Old Redwood Highway Interchange). The East Washington and Old Redwood Highway Interchanges are now complete.

The 2009 Plan also provided partial funding for design, using Measure M Highway 101 funds, on MSN—B4, MSN—C2, Central—B, North—B, and North—C. This action continued the strategy to advance the projects in preparation for future funding opportunities.

In 2010, the California Transportation Commission (CTC) announced another round of CMIA programming using bid savings from the initial program. SCTA nominated two projects, a combined North—B/C (Airport Interchange & Windsor Sound Walls) project and the Central—B project, extending HOV lanes from just north of Pepper Road to just north of Corona Road in Petaluma. The North—B and Central—B projects received \$22.4M and \$22.8M of CMIA savings, respectively. SCTA and the County reached agreement on a full funding plan for the North—B project using State Bond — CMIA & SLPP funding, contributions from the County, Measure M—LSP (Airport Phase IV) funds, and Measure M—101 bid savings. The North B project started construction in 2013 and was completed in 2015. The Central—B project completed construction in July 2013, extending the Highway 101 HOV lanes south, to just north Corona Road in Petaluma.

In early 2011, SCTA bonded for a second time against future sales tax revenue to further advance the Highway 101 Program (75% of the bond issuance). The Series 2011 Bonds provided \$26.9 Million in total bond proceeds. Around the same time the CTC announced a third

round of CMIA funding, again using bid savings. SCTA nominated the MSN—B4 project which was originally planned to complete the HOV widening for the Petaluma River Bridge as well as the Lakeville Highway Separation Bridges. With funding at a premium, SCTA's request was initially considered too large to fund. In the end, SCTA removed the Lakeville Highway bridges from the project and received \$45M in CMIA savings to help fund the Petaluma River Bridge replacement. To create a full funding plan for the project, SCTA needed to fund the remaining approximate \$9 Million shortfall with Measure M. To make up much of the shortfall, SCTA needed to use most of the remaining near-term Measure M Highway 101 capacity, as projected at the time. Subsequently, SCTA combined the Petaluma River Bridge with the MSN—B2 (Highway 101 Petaluma Boulevard South Interchange and Frontage Roads).

In early 2012, the CTC announced the last round of CMIA funding. SCTA used Measure M to re-package the Highway 101 — Lakeville Highway Bridges and Interchange project (MSN—C3) and received \$33.2 Million in CMIA programming. This action provided full funding for the construction phase of the project. The MSN—C3 project started construction in 2013.

Using construction bid savings from the federal funding for the MSN project, the SCTA fully funded the remaining design work needed to complete the HOV lane system in Sonoma County in 2013. \$2.6 Million was re-programmed to the MSN—Median Widening (B2 Phase 2) project, from the County Line to the new Petaluma Boulevard South/Kastania Road Interchange.

In 2015, SCTA issued revenue bonds for a third time. The purpose of the Series 2015 Bonds

was to refinance the 2008 Bonds and advance the Highway 101 Program. The refunding of the 2008 Bonds resulted in \$1.8 Million of present value savings contributing to annual program savings of approximately \$700 Thousand. The other component of the Series 2015 Bonds made available approximately \$15 Million in additional funding for the construction of the next Highway 101 project.

In 2016, the Federal Highway Administration identified a number of unused transportation earmarks that could be repurposed to other transportation projects within a 50-mile radius that served similar transportation needs. SCTA worked with the Metropolitan Transportation Commission, as well as partner agencies Transportation Authority of Marin and Golden Gate Bridge and Transit District to identify an additional \$15 Million from the defunct Port Sonoma Ferry earmark to be repurposed to the MSN B2 Phase 2 project. The 2017 Strategic Plan programmed \$15 million to the MSN B2 Phase 2 project. Working with MTC, SCTA identified additional federal funds and Proposition 1b Trade Corridor Improvement Funds to fully fund MSN B2 Phase 2. These programming actions lead to the B2 Phase 2 project starting construction in April of 2018 and is expected to open carpool lanes in late 2019.

In May of 2018 the CTC approved \$84.791 million in SB 1 Solutions for Congested Corridor Program funding and \$579 thousand in SB 1 Local Partnership Program formula funds to complete a full funding plan for MSN C2. The MSN C2 project is scheduled to start construction in the Fall of 2019 and open carpool lanes in late 2022. **This will complete all planned carpool lanes on Highway 101 in Sonoma County.**

As the highway projects are delivered, funding landscaping of the Highway 101 Corridor will be the next priority. The development of the highway corridor projects has included funding for several off-site tree mitigation projects. Off-site riparian tree planting includes planting riparian trees along Washington Creek by the Sonoma County Water Agency (SCWA) for the MSN—C1 project; planting riparian trees on Sonoma County Agricultural and Open Space District property near Mark West Creek at the Cresta site for the North project; and planting trees on the Sonoma Land Trust's Tolay Creek property for the remainder of the funded MSN project. Additionally, willows have been planted along Willow Brook Creek, on-site and within the Caltrans Right of Way, for the Central projects' riparian impacts.

The Cash Flow Model shows funding available in the later years of the Measure M program, which could be used for additional on-site landscaping projects. To advance potential opportunities and potentially landscape the project areas sooner, the 2014 Strategic Plan programmed \$200,000 in the Design, Development, and Finance account (DDF) for local jurisdictions to potentially initiate and develop corridor landscaping projects. Cotati and Sonoma County have used \$50K each for planting within the Central and North projects, leaving \$100,000 available within the 2022 Strategic Implementation Plan. SCTA will also look to other funding sources to assist in advancing future landscaping projects.



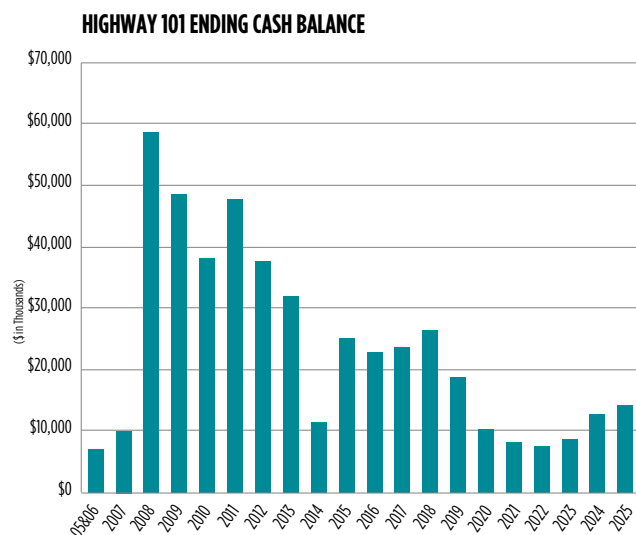


**TABLE 3.6 — PROVIDES AN ESTIMATE OF HIGHWAY 101 PROJECT EXPENDITURES INCLUDING REIMBURSED EXPENDITURES:**

Project	Prior	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	Future	TOTAL
Wilfred	\$13,119	\$0	\$0	\$0	\$0	\$0	\$0	\$13,119
Central	\$41,183	\$79	\$27	\$0	\$0	\$0	\$0	\$41,289
North	\$38,911	\$8	\$89	\$407	\$0	\$0	\$0	\$39,415
MSN-Petaluma	\$36,651	\$6,688	\$6,417	\$2,240	\$48	\$0	\$0	\$52,044
MSN-Narrows	\$31,029	\$285	\$421	\$15	\$0	\$0	\$0	\$31,750
Design, Development & Finance (1)	\$68,748	\$16,612	\$6,560	\$6,458	\$6,457	\$6,212	\$0	\$111,047
<b>Total</b>	<b>\$229,641</b>	<b>\$23,672</b>	<b>\$13,514</b>	<b>\$9,120</b>	<b>\$6,505</b>	<b>\$6,212</b>	<b>\$0</b>	<b>\$288,664</b>

(1) Expenditures include principal and interest on 2008, 2011 and 2015 Series Bonds.

The Highway 101 Program is near capacity of available funding. A \$6.2 Million loan from the LSP program in FY 2020-21 to allow the defeasance of the Series 2011 Bonds. The Program shows an ending account balance (unrestricted) that drops to a low of \$7.6 Million in FY 2021-22 before increasing. Highway 101 Chart 3.3 demonstrates the cash flow of the combined Highway 101 Program account.

**CHART 3.3 — COMBINED HIGHWAY 101 PROGRAM ENDING CASH BALANCE BY FISCAL YEAR**

A more detailed quarterly analysis shows a minimum balance of \$4.1 Million occurring at the end of Quarter 2 of Fiscal Year 2021-22 when the Series 2015 bonds debt service payment is actually made. Considering Policy 3, which requires a minimum \$1.5 Million balance, Highway 101 has \$2.6M in capacity until after Fiscal Year 2021-22. After FY 2023-24, direct project expenditures are not currently programmed and the account is expected to grow with future sales tax revenue (minus debt service). This remaining capacity, approximately \$14 Million, will be programmed for Highway 101 project phases in future updates of the Measure M Strategic Implementation Plan or by special actions of the Board, prior the next Plan update. Project close out activities and environmental commitments will likely be required expenditures through FY 2034, unless an alternative fund source is identified.

### Section 3.4.2 Local Streets Project Program (LSP) — 20%

The Measure M Expenditure Plan lists eleven local traffic congestion relief projects that are

eligible for Measure M sales tax revenue under the LSP program. Measure M funds were originally earmarked to provide 50% of the 2004 cost of the projects. Sponsors are required to provide at least a 50% local match to complete funding for each project.

Previous Strategic Plan updates showed the LSP Program accumulating funding in the early years of the program, when most project sponsors used smaller amounts of Measure M money to fund initial development stages, such as scoping, environmental compliance, and design. Expenditures increased significantly by the end of FY 15/16 with the completion of the Airport Interchange project and the Highway 101 — Old Redwood Highway Interchange LSP project.

In the development of the 2022 Strategic Implementation Plan, SCTA issued a call for programming of LSP funds for the next three fiscal years. **SCTA determined there was sufficient capacity to approve all programming requests including the Hearn Avenue Interchange.** Also, the first phase of the Forestville Project and the next phase of Airport Boulevard were pushed out to correspond to their updated delivery schedules.

The five-year programming period for the LSP program is shown in the following Table 3.7:

**TABLE 3.7 —LOCAL STREET PROJECTS (LSP) PROGRAMMING (IN THOUSANDS)**

Project	Prior	20/21	21/22	22/23	23/24	24/25	Total	2004\$
Penngrove	\$200	\$0	\$750	\$1,000	\$0	\$0	\$1,950	\$19,000
Airport Blvd	\$11,453	\$2,047	\$0	\$0	\$0	\$1,500	\$15,000	\$15,000
Rte 121/116	\$5,980	\$1,020	\$0	\$0	\$0	\$0	\$7,000	\$7,000
Forestville Bypass	\$0	\$0	\$0	\$0	\$0	\$2,000	\$2,000	\$2,000
Old Redwood Hwy I/C	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000
Hearn Avenue	\$5,550	\$0	\$13,450	\$0	\$0	\$0	\$19,000	\$9,000
Farmers Lane Ext	\$437	\$0	\$0	\$0	\$0	\$0	\$437	\$10,000
Mark West Springs	\$0	\$0	\$0	\$1,000	\$0	\$0	\$1,000	\$1,000
River Road	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
Fulton Rd	\$1,700	\$7,000	\$0	\$500	\$0	\$0	\$9,200	\$19,000
Bodega Hwy	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
<b>Total</b>	<b>\$35,320</b>	<b>\$10,067</b>	<b>\$14,200</b>	<b>\$2,500</b>	<b>\$0</b>	<b>\$3,500</b>	<b>\$65,587</b>	<b>\$94,000</b>

LSP is also owed about \$2 Million from the Passenger Rail (SMART) program and \$6.2 Million from the Highway 101 program as a result of the loans approved by the SCTA board in April 2021 for the Series 2011 Bond Defeasance. Inter-program loans are permitted, in accordance with Policy





4, “Use of Inter-Program Loans”. Even with these loans, the Cash Flow Model still showed the LSP program with over \$29 Million in unprogrammed capacity for the 5-year period of the 2022 Strategic Implementation Plan.

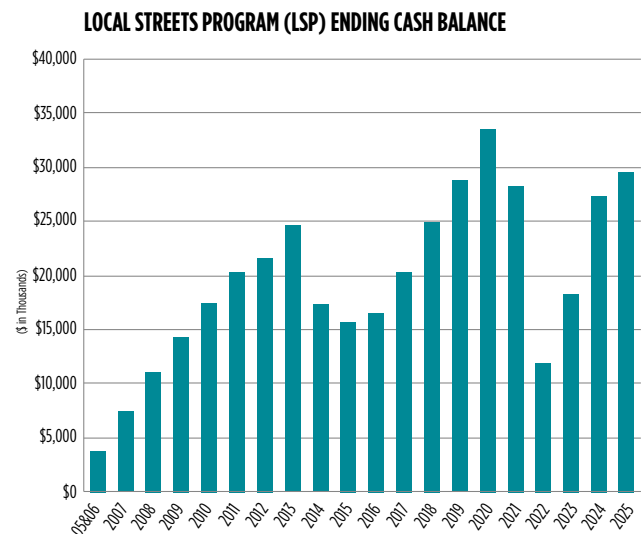
Policy 19, Amendments to the Measure M Projects, allows for project sponsors and implementing agencies to request deletion of listed projects because of unavailability of matching funds, as well as infeasible design, construction limitation or substantial failure to meet specified implementation milestones. The policy allows for reallocation of tax proceeds within a program category based on the following criteria:

- Program those projects that have advanced local funds in accordance with policy 4.8 and have already been constructed first;
- Keep commitments in previous Strategic Plans; unless requested otherwise by sponsor;
- Assess Project deliverability through construction;
- Weigh whether M funds are being used to leverage other fund sources; and
- Consider past delivery performance of project sponsor

Policy 19 uses the same above criteria if overall revenues fail to meet projected levels. The projects in the program categories will be funded on a first come, first served basis. An existing project has priority in accessing these additional funds but still must maintain a 50% match from other funding sources.

Chart 3.4 shows the estimated ending cash balance of the LSP Program account.

**CHART 3.4 — LOCAL STREET PROJECT (LSP) PROGRAM ENDING CASH BALANCE BY FISCAL YEAR**



Until Policy 19 is implemented staff expects the FY 2021–22 balance of \$11.8 million in unprogrammed LSP funding available to grow to over \$29 million.

### Section 3.4.3 Bicycle and Pedestrian Projects Program (BP) — 4%

This program funds construction of new bicycle and pedestrian routes that increase overall safety, close gaps in existing routes and provide safe routes to schools and to transit. Bike safety programs focused on educating the public and, in particular, school children, are eligible to receive sales tax funds. In addition to the education program, the Measure M Expenditure Plan lists 14 projects as high priority needs for the county that are eligible to receive funding.

Similar to the LSP Program, the Bicycle and Pedestrian Projects Program accumulated funding in the early years of the program, when most project sponsors used smaller amounts of Measure M money to fund initial development stages, such as scoping, environmental compliance, and design.

In prior years, construction of several phases of eight Bicycle Pedestrian projects have been completed, including the Copeland Creek Trail (both phases), Central Sonoma Valley Trail, the Foss Creek Trail (all phases included in the measure), Old Redwood Highway/Mendocino Avenue Bike Lanes, the Bodega Bay Trail (2 phases), the Petaluma River Trail, the Santa Rosa Creek Trail, NWPRR CEQA/NEPA clearance, and Street Smart Sebastopol (both phases) using Measure M — Bike/Pedestrian program funds.

The 2014 and 2017 Strategic Plan had limited capacity for new programming, but the 2019 Strategic Plan and the current **2022 Strategic Implementation Plan were able to accommodate all programming requests.** The 2022 Strategic Implementation Plan provides funding in the 5-year programming period for construction of the following Bike/Pedestrian project phases: three additional phases of the Bodega Bay Trail, a phase of the Sonoma Schellville trail, the next segment of the Petaluma River Trail, the first phase of Arnold Drive Bike Lanes and an additional phase of the Santa Rosa Creek Trail. SCTA continues to program for Bike Safety and Education through FY 2022-23. Measure M is used to leverage Federal funding for implementing the Countywide Safe Routes to School Program and SCTA administers the program in coordination with the Measure M Bike Safety and Education Project.



The next five-year programming period for the Bike/Pedestrian program is shown in the following Table 3.8:

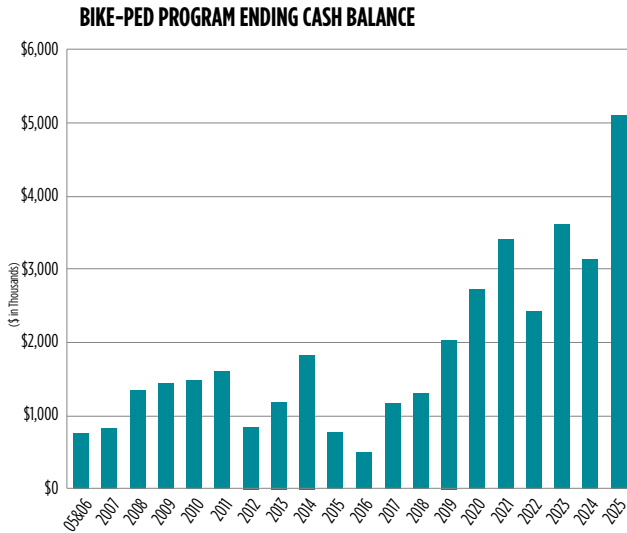
**TABLE 3.8 — BIKE AND PEDESTRIAN PROJECT PROGRAMMING (IN THOUSANDS)**

Project	Prior	20/21	21/22	22/23	23/24	24/25	Total	2004\$
Santa Rosa Cr Tr	\$869	\$581	\$0	\$0	\$0	\$0	\$1,450	\$1,450
Old Red/Mendo/SR	\$157	\$0	\$0	\$0	\$0	\$0	\$157	\$500
Central Sonoma Valley Tr	\$183	\$0	\$40	\$0	\$0	\$0	\$223	\$1,900
Sonoma/Schellville Tr	\$100	\$250	\$300	\$0	\$0	\$0	\$650	\$650
Arnold Dr	\$250	\$0	\$0	\$0	\$1,750	\$0	\$2,000	\$2,000
Petaluma River Tr (Phase III)	\$1,669	\$331	\$0	\$0	\$0	\$0	\$2,000	\$2,000
Copeland Creek Tr	\$350	\$0	\$0	\$0	\$0	\$0	\$350	\$350
Street Smart Sebastopol	\$2,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$2,000
West County Tr (Mirabel Rd)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500
McCray Road	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250
Highway 1 in Bodega Bay	\$450	\$50	\$450	\$0	\$0	\$0	\$950	\$950
Foss Creek Tr	\$1,410	\$1,840	\$0	\$0	\$0	\$0	\$3,250	\$3,250
NWPRR Various	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000	\$1,000
Access Across 101	\$750	\$0	\$0	\$0	\$0	\$0	\$750	\$1,000
Bike Safety and Education	\$865	\$172	\$50	\$50	\$0	\$0	\$1,137	\$1,200
<b>Total</b>	<b>\$10,053</b>	<b>\$3,224</b>	<b>\$840</b>	<b>\$50</b>	<b>\$1,750</b>	<b>\$0</b>	<b>\$15,917</b>	<b>\$19,000</b>

Chart 3.5 shows the estimated ending cash balance of the Bike/Ped Program account.



**CHART 3.5 — BIKE-PEDESTRIAN PROJECT PROGRAM  
ENDING CASH BALANCE BY FISCAL YEAR**



In FY 2024-25, SCTA projects that the Bicycle Pedestrian Program will have over \$5.1 million in programming capacity. This remaining capacity will be programmed for Bicycle and Pedestrian project phases in future updates of the Measure M strategic plan.

### Section 3.3.4 Passenger Rail Project Program (SMART) — 5%

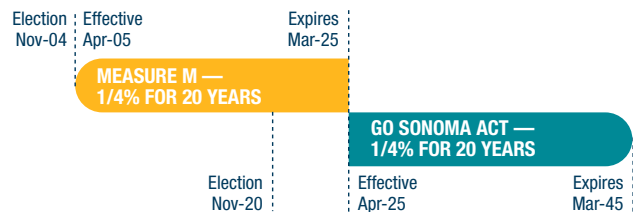
Funds in this program are identified in the expenditure plan to complete initial steps that accelerate the development of passenger rail service for Sonoma and Marin Counties. The work includes obtaining final environmental compliance, enhanced engineering, grade crossing improvements on local roadways and station site development in Sonoma County.

In November 2008, SMART's dedicated ¼ cent sales tax measure (Measure Q) was approved by the necessary 2/3 of voters in Marin and Sonoma County. In 2011, Measure M revenue bonds were issued for the SMART program.

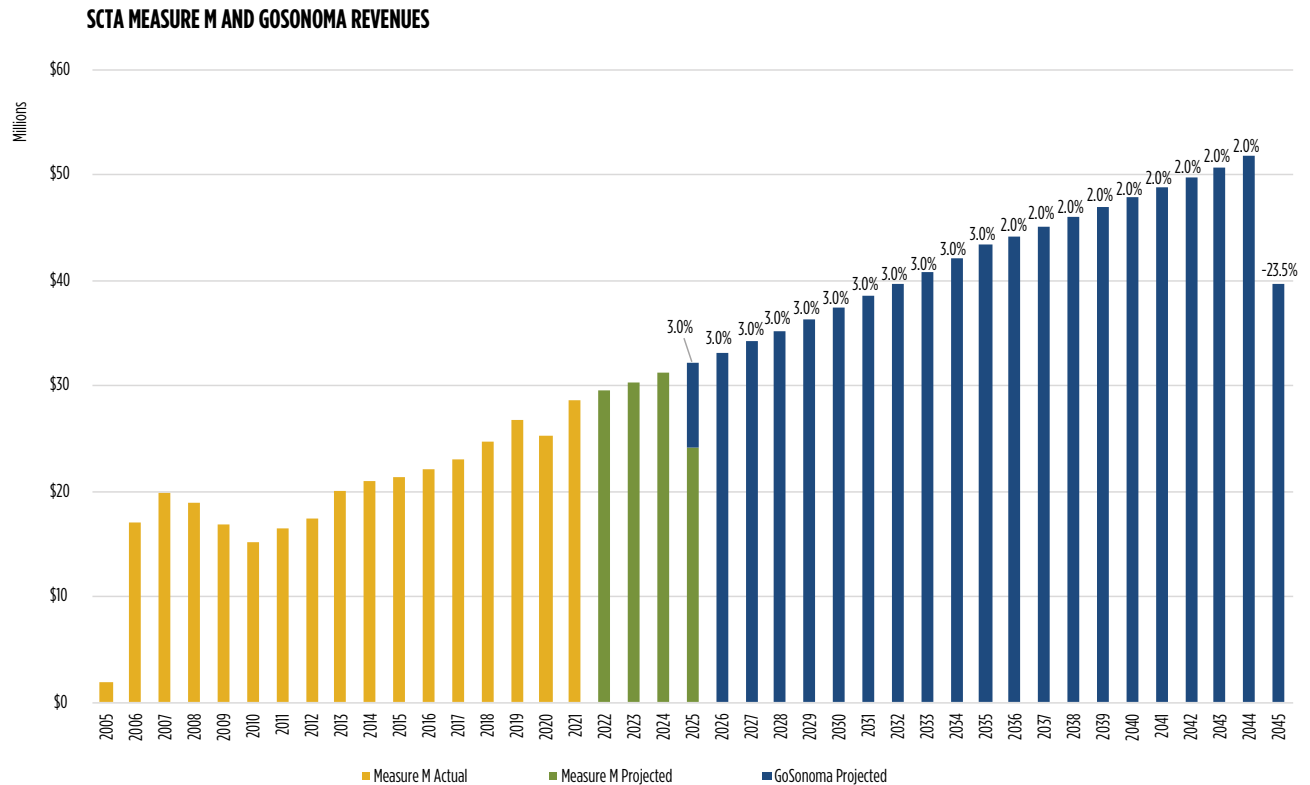
The 2014 Strategic Plan programmed \$4.340 Million for SMART in FY 2014-15 for final design and construction of grade crossings, rail stations, and other eligible expenditures. This programming exceeded available funding and necessitated a \$2.2 Million loan from the LSP program in the same year that was retired in FY 2020-21 as part of the Series 2011 Bond defeasance. The remaining \$2.1 Million loan from the LSP program issued as part of the defeasance will be fully paid off in FY 2024-25. This loan will be paid by as revenues accrue.

The 2022 Strategic Implementation Plan includes no additional programming due to the Series 2011 Bonds defeasance and LSP loan payback. Overall, the Passenger Rail program projects about \$5 Million in capacity in FY 2024-25, which will be programmed in future updates to the Measure M Strategic Plan.

## SECTION 3.5 GO SONOMA



The forecasting of transportation sales tax revenues in Sonoma County has implications beyond the scope of Measure M and this 2022 Strategic Implementation Plan. In November 2020, the Sonoma County voters overwhelmingly approved a 20-year renewal of the 1/4 cent countywide transportation sales tax through the passage of the Go Sonoma Act. The Go Sonoma Act will begin on April 1, 2025 and will end on March 31, 2045; however, SCTA has already commenced strategic planning



efforts and expects to deliver a formal strategic planning document well in advance of the expiration of Measure M and implementation of Go Sonoma.

The Go Sonoma Act translates SCTA vision and goals for the future into investments for specific programs in four program categories: i) smooth and maintained roads; ii) move traffic and improve safety; iii) increase bus service, affordability and connections for first/last mile; and iv) build bikeways and pathways. To accomplish the objectives under the Go Sonoma Act, the SCTA will manage and implement the ongoing delivery of the Expenditure Plan through strategic planning efforts as previously done under Measure M (inclusive of this 2022 Strategic Implementation Plan).

Specifically, SCTA expects to actively forecast future sales tax revenues projected to be generated under the Go Sonoma Act so that local jurisdictions, transit operators, and other sales tax revenue recipients can effectively and efficiently plan and execute projects.

Because the Go Sonoma Expenditure Plan was developed amid the COVID-19 pandemic, the SCTA took a cautious approach to forecasting total sales tax revenues expected to be generated over the term of the tax. Notably, near-term sales tax values were estimated to be much lower than actual receipts received in FY 2019-20 and FY 2020-21. The lower initial base values estimated for Go Sonoma had implications for the projected overall resources under

the Expenditure Plan — totaling approximately \$670 million.

Using the discussion in this 2022 Strategic Implementation Plan as a framework for future Go Sonoma resources, we carry forward future growth assumptions ranging from 3% to 2% annually beyond the term of Measure M and through the term of Go Sonoma. Below we provide a preliminary illustration of potential future revenues to be generated under Go Sonoma due to the greater performance of sales tax revenues in Sonoma County over the course of the COVID-19 pandemic than originally expected and the now higher base revenues that will lead into forecasts for the Go Sonoma tax.

The following Chart 3.2 displays actual historical Measure M revenues and projected Measure M revenues as detailed in this 2022 Strategic Implementation Plan and projects Go Sonoma revenues from ending projected Measure M values through the term of the Go Sonoma tax — March 31, 2045. Assuming actual Measure M revenues are at or above projected values, the first full year of Go Sonoma revenues (FY 2025–2026) is projected to be approximately \$33 million. Assuming year-over-year growth of 3%–2%, the final full year of the tax (FY 2043–2044) is projected to be above \$50 million.

This discussion of future Go Sonoma revenues is preliminary and would be formalized through future Go Sonoma strategic planning documents. However, given the recent performance of Measure M revenues and modest expectations for continued growth it is instructive to highlight the implications of recent Measure M performance on the Go Sonoma program.







# Policies







The SCTA has incorporated the following twenty policies to guide the continued implementation of the 2022 Strategic Implementation Plan:

#### **4.1 POLICY 1 — ANNUAL APPORTIONMENT PROGRAMS**

There are two programs within Measure M that are considered Annual Apportionment Programs. They are Local Street Rehabilitation (LSR) and Local Bus Transit (LBT). Funds are proportioned to the program sponsors within the program, based on formulas. The Measure M Expenditure Plan does not call for specific projects within these programs. LSR funds are allocated quarterly to all nine cities and the County of Sonoma. The formula distribution for LSR funds is based on 50% road miles and 50% population. The formula is updated as new information becomes available using Department of Finance population figures and center line miles as reported by the Metropolitan Transportation Commission (MTC) from local jurisdictions. Jurisdictions are allowed to bank their allocated amounts for no more than three years. If, after the close of the third fiscal year, minimal or no funds have been expended on maintenance projects the SCTA reserves the right to withhold the next year's allocation until the jurisdiction's balance is drawn down. LBT funding is allocated quarterly to each transit operator. The annual estimate of Measure M LBT funding is included in the annual Coordinated Claim. No later than February 1 of each year, the SCTA provides each jurisdiction an estimate of the LSR & LBT appropriation for the following fiscal year.

#### **4.2 POLICY 2 — USE OF PAY-AS-YOU-GO FINANCING**

Pay-as-you-go financing involves paying for capital expenditures with available cash on hand. No debt is incurred under pay-as-you-go financing, but the ability to incur expenses and deliver projects may be delayed, depending on the availability of cash on hand. Under the Measure M Expenditure Plan, all capital expenditures are first paid with available cash revenue on a pay-as-you-go basis, with remaining capital expenditures met with bond financing, if necessary.

#### **4.3 POLICY 3 — USE OF BOND FINANCING**

Bond financing involves the sale of bonds to investors in order to generate up-front bond proceeds and accelerate project delivery. Long-term bonds are secured against and repaid from down-stream, recurring revenues. Investors are repaid principal and interest, according to regular, predetermined periodic payments with a specified final maturity. Bond financing provides for project acceleration, but also involves additional costs in the form of interest payments to investors as well as upfront cost of issuance.

If a program elects to issue revenue bonds, the cost of financing, including debt service, will be the pro-rata responsibility of the program(s) that received the bond proceeds. Once a bond is issued, qualifying capital expenditures shall be paid with bond proceeds until those proceeds are exhausted. Once exhausted, capital expenditures will then return to pay-as-you-go financing.



The Cash Flow Model (discussed in Chapter 5), shows the Authority's three issuances of sales tax revenue bonds to advance projects.

The Series 2008 Bonds financed projects for the Highway 101 Program. The Series 2011 Bonds proceeds have been used to finance the Highway 101 Program projects and Passenger Rail (SMART) program projects. The Series 2015 Bonds both refinanced the Series 2008 Bonds to generate annual program cash flow savings as well as finance Highway 101 Program projects.

All bonds issued by the SCTA have been and will be secured by gross Measure M Sales Tax Revenues. In order to achieve a high bond credit rating, actual SCTA-wide Sales Tax Revenues will be greater than 1.50x the maximum SCTA-wide annual debt service payment at the time of the bond. To insure that each individual program can make its annual debt service payment independent of any other program's revenue, SCTA may issue bonds designated for an individual program up to an amount where that program's projected annual sales tax revenue is at least 1.25x that program's expected annual debt service for any given year. Since the Highway 101 Program has sufficient cash reserves on hand, that ratio can be reduced to 1.0x provided that SCTA can demonstrate that it can maintain a minimum ending cash balance of not less than \$1.5 million for the Highway 101 Program.

SCTA shall maintain a Cash Flow model, updated at least annually, to demonstrate that the minimum ending cash balance of \$1.5 million can be maintained for the Highway 101 Program. The Cash Flow Model shown in Chapter 5 shows Sales Tax Revenues exceeding SCTA-wide annual debt service at around 2.6x or better, which may suggest that there is

additional future debt capacity on an SCTA-wide basis. This debt capacity; however, may be only available to those programs with free cash flow. The annual apportionment programs have free cash flow and should the SCTA not be able to fund projects for these programs on a pay-as-you-go basis or through inter-program loans then a bond financing could be an option to ensure that project expenditures are funded. It is important to note that additional debt capacity depends on a variety of factors including sales tax revenue growth, program allocations, years remaining in Measure M, credit rating, bond market / interest rates and structure of bonds (principal amortization / reserve fund).

Overall, if needed, a bond financing may be utilized to accelerate projects and take advantage of the current low interest rate environment. In addition, short-term financings may be utilized to address short-term cash flow deficits.

## 4.4 POLICY 4 — LOANS

### A. Use of Inter-fund Loans for Go Sonoma Act (Measure DD, an extension of Measure M) Expenditures

In lieu of incurring the additional costs associated with borrowing from third parties, there may be situations where the most cost-effective means for the SCTA to borrow money is via an inter-fund loan from a well-capitalized Measure M fund. Such inter-fund loans would be an alternative investment of available Measure M funds, which normally would be invested at a short-term rate as part of the SCTA's pooled investment program in the County Treasury Pool.



In approving any such inter-fund loan, the SCTA Board will set forth the terms of the loan, which will include the following:

- The estimated interest rate. The interest rate will be equal to the actual rate the County Treasury Pool is earning from time to time over the term of the loan.
- The terms under which the loan will be repaid.

## B. Use of Inter-Program Loans

In certain years, one program may need more than its annual sales tax allocation while another program may not spend its full allocation or may maintain a positive balance from prior year allocations.

The rationale for individual inter-program loans will be examined within the context of total program efficiency as well as sub-program equity on a case-by-case basis. On a program wide basis, inter-program loans provide flexibility to re-allocate available funds on a short-term basis to meet the interim cash flow needs of one or more sub-programs. Allowing sales tax revenues to flow across programs (in the form of a loan reduces the need to issue bonds to fund sub-programs, thereby preserving a larger proportion of sales tax revenues for projects, versus financing costs, within the total program.

However, while total program efficiency may be maximized with inter-program loans, it is necessary to implement borrowing parameters to ensure equity across programs. From a tracking and reporting standpoint, clear delineations of sales tax revenues across programs will need to be maintained. SCTA will track

and account for inter program loans, including repayment and interest.

Inter-program loans are allowed to maximize program efficiency. Specific parameters need to be integrated to ensure loan accountability and ensure program categories remain consistent with measure objectives. Inter-program loans are included as a short-term cash management strategy and are clearly delineated between the programs. Interest on the loan is tied to the assumed short-term investment rate applicable to the annual fund balance.

## 4.5 POLICY 5 — PROGRAMMING METHODOLOGY FOR PROJECT SPECIFIC PROGRAMS

Project sponsors are required to complete Project Information and Funding Sheets prior to projects being considered for programming in the Strategic Implementation Plan. Upon review, projects requesting funding are prioritized based on five key criteria: has the project sponsor advanced construction with other fund sources, was the project phase in question programmed in a previous strategic plan, project readiness (deliverability through construction), available matching funds and/or whether other funding sources are being leveraged with measure funds, and past delivery performance.

In completing and reviewing project information sheets, overall project benefits or expected performance of a project, safety, geographic equity, overall size/cost of project and on the ground activity (i.e. construction) is the next tier of evaluation criteria.

Once Project Information and Funding Sheets have been prioritized, capacity within Measure M cash flow is assessed.

#### **4.6 POLICY 6 — COOPERATIVE AGREEMENTS**

Once a project is programmed in the Strategic Implementation Plan, the project sponsor enters into a cooperative funding agreement with the SCTA. Although a cooperative funding agreement is required to make an appropriation, a project sponsor can request that a cooperative agreement be executed concurrent with an appropriation request (see also Policy 7).

#### **4.7 POLICY 7 — APPROPRIATIONS FOR PROJECT SPECIFIC PROGRAMS**

After a cooperative funding agreement is approved for execution, the SCTA can adopt a resolution to make an appropriation. The project sponsor must submit an appropriation request (Appendix 1) outlining for what the funding will be used. The SCTA may require that the project sponsor meet with staff to demonstrate the status of the project, prior to considering an appropriation request (see also Policy 11). Appropriation requests are required to be submitted a minimum of 30-days prior to the SCTA Board meeting when action is requested to be taken.

Appropriations are made by development phase (i.e., environmental, right-of-way, design, or construction) and by the fiscal year. The request must be consistent with programming amounts made in the Strategic Implementation Plan. An appropriation request must be adopted by resolution of the board of directors,

prior to payment being made on invoices. (See Policy 9).

Project Sponsors shall appropriate programmed funds by May of the fiscal year in which the funds are programmed. If a project sponsor cannot appropriate funding, the sponsor shall request a one-time extension of up to 1 fiscal year, or the funding will be de-programmed. If funding is de-programmed, the project sponsor can request that it be re-programmed for a future year during the subsequent strategic plan development.

#### **4.8 POLICY 8 — ADVANCING FUNDS FOR FUTURE MEASURE M REIMBURSEMENT**

A project sponsor can request that it advance a project by providing its own funding, prior to the project being programmed in the Strategic Implementation Plan. The project sponsor must submit a letter of request, for approval by the SCTA Executive Director. The letter must be accompanied by a project schedule and budget. If approved, the Project Sponsor must comply with Policy 9 — Proper and Timely Invoicing of Project Specific Programs, even though invoices will not be paid until the project is programmed, a cooperative funding agreement is executed, and an appropriation is approved. The project sponsor must also comply with Policy 10— Eligible Cost Guidelines for Project Specific Programs and Policy 11 — Project Delivery Management.

A project sponsor may also request that the 50% match requirement for local Streets Projects be postponed through some or all of the project development phases (Scoping, Environmental, Design, and Right-of-Way) and be proportionally repaid during a future phase of the project. The project sponsor must submit





a letter of request for approval by the SCTA Executive Director. The letter must be accompanied by a project schedule and budget, including funding sources for the construction phase of the project. If the project with the postponed match is unable to be delivered, the project sponsor's postponed 50% share of development phase costs must be paid back to the Measure M account within 5 years of the abandonment of the project. Abandonment shall be considered to occur when the following criteria are met: 1. The PDM determines in consultation with the project sponsor that the project cannot progress, and 2. There has been a lack of billing activity for three years.

#### **4.9 POLICY 9 — PROPER AND TIMELY INVOICING OF PROJECT SPECIFIC PROGRAMS**

After the cooperative funding agreement is executed and an appropriation request is approved, the project sponsor can initiate invoicing of Measure M funding. All invoices must be accompanied by a standard SCTA invoice sheet. The project sponsor will submit invoices to the SCTA for reimbursement of eligible costs (see Policy 10) as frequently as monthly, but no less frequently than every six months following initial appropriation. If a project sponsor cannot invoice during a six month period, the sponsor shall request a 6-month extension, or the funding shall be de-obligated. A maximum of two (2) six (6) — month extensions shall be permitted. The SCTA will review invoices for quality control and provide reimbursement within 45 days. If a project sponsor demonstrates a hardship related to cash flow the SCTA may consider advancing payment of up to \$200,000 prior to receiving invoices for the actual project costs.

#### **4.10 POLICY 10 — ELIGIBLE COST GUIDELINES FOR PROJECT SPECIFIC PROGRAMS**

Approval of a cooperative funding agreement will allow the project sponsor to begin incurring expenses against the future availability of the funds.

In order to meet its fiscal responsibilities, the SCTA has developed a Project Management and Delivery System to monitor project progress and provide a mechanism for tracking Measure M funds expended on each project. The success of this system depends upon a partnership between the project sponsors and the SCTA. Both parties must work together to identify an appropriate scope of work for each phase of each project and to define project elements that are eligible for reimbursement with Measure M funds.

The following guidelines describe the expenses that are eligible for reimbursement with Measure M funds, as long as each item is covered in the scope of work approved by the SCTA.

1. Project sponsor's actual cost for staff directly involved in project management or project development work. Hourly wages and fringe benefits are allowed. If a sponsor wishes to receive reimbursement for indirect costs, SCTA will honor "indirect cost rate proposals" approved by the Department of Transportation (Caltrans) within the last two years. These indirect costs and approval requirements are defined in the Caltrans Local Assistance Procedures Manual (Exhibit 5-I). This rate does not allow the Agency to recoup direct costs dedicated to

Measure M projects, due to extenuating circumstances, the Agency may submit documentation for SCTA consideration and approval.

2. Specialized equipment for testing, analysis or production of documents for project-related work.
3. Contracted consultant staff, based on monthly invoices consistent with the contractual agreement.
4. Government fees, including permit fees, or reimbursement for review or oversight costs.
5. Right-of-way acquisition.
6. Utility relocation.
7. Construction, including construction management and inspection.

The following guidelines will be used by the SCTA staff in determining which project activities are eligible to be financed with Measure M funds.

### **Project Approval (Preliminary Engineering) and Environmental Document (PA&ED):**

Measure M funds are eligible for expenses incurred by project sponsors for all activities within the scope of work defined in the Funding Resolution (Appropriation). These activities include feasibility studies, scoping, determination of the appropriate environmental document, preparation of all preliminary engineering for each alternative, including geometric layouts, determination of right-of-way needs, air, noise, energy and hazardous site investigation studies. PA&ED includes all studies or activities necessary to prepare and

to finalize the environmental document for approval.

If the scope of the environmental document is expanded to include improvements beyond those defined in the Measure M Expenditure Plan (Appendix 2), the added expense will be the responsibility of the project sponsor and must come from a non-Measure M project fund source.

### **Design Plans, Specifications and Estimates (PE&E):**

Measure M funds are eligible for expenses incurred by project sponsor staff and consultant staff for all activities covered under the scope of work included in the Funding Resolution (appropriation). Typical activities include preparation of alternative design studies; materials, foundation, drainage, hydrology and hydraulic reports; management oversight; preparation of the plans, specifications and cost estimates; preparation of bid documents and project files; preparation of permit applications and maintenance agreements; coordination of agency reviews; and any other activities necessary to prepare final PS&E for bid advertisement and award.

If the project sponsor wishes to include items of work not covered under the detailed scope of work in the Funding Resolution, the cost for including the additional work shall be segregated and the cost borne by the project sponsor from a non-Measure M project fund source. Annual expenses incurred for maintenance agreements or permanent easements shall likewise be borne by the project sponsor from non-Measure M project fund sources.



### Right-of-Way Services:

Measure M funds are eligible for expenses incurred by project sponsor staff and consultant staff for all activities covered under the scope of work included in the Funding Resolution (appropriation). Typical items of eligible work under this phase include final determination of right-of-way needs; utility relocation coordination; title searches; parcel appraisals; preparation of right-of-way maps; negotiations with property owners and all activities involved with acquiring rights-of-way including condemnation proceedings.

Services provided for right-of-way activities involved with property not necessary for the Measure M project as defined in the scope of work shall be at the expense of the project sponsor where the costs can be determined.

### Right-of-Way Acquisitions, Utility Relocations, and Environmental Mitigation:

Measure M funds may be used for the purpose of acquiring property (including damages, goodwill, relocation assistance, clearance demolition, and title and escrow fees), relocating utilities, and purchasing environmental mitigation that is determined necessary to construct the Measure M defined project. Property necessary for the project will have been identified during the design phase and agreed to by the SCTA.

The project sponsor is responsible for maintaining property acquired with Measure M funds prior to and during construction. These costs are reimbursable expenses, if funds are appropriated for this purpose. Any proceeds from property acquired with Measure M funds

shall be refunded to the SCTA, less the costs to maintain and hold the property.

The SCTA shall be reimbursed for any property acquired with Measure M funds which has been determined not to be required for completion of the Measure M project. The SCTA shall receive its proportionate share of revenues from the sale of the property based upon its share of the purchase price, after deducting auditable cost of sales. Such property shall be disposed of consistent with accepted governmental practices. Such practices include:

- Disclosure of planning and zoning compliance by recorded notification;
- First offer to public agencies for public use;
- Disposing of property by auction with a minimum bid;
- Preparing a formal appraisal if only one entity is interested in the property; and
- If the excess property is worth less than \$10,000, or if the land is of value only to the adjacent property owner, then the proponent may follow whatever procedure appears most prudent.

Should the proponent wish to retain a surplus parcel for non-Measure M-project purposes, the proponent must enter into early discussion with the SCTA to determine the appropriate cost and value of the property. If the property is to be used ultimately for non-transportation purposes, then the proponent must reimburse the SCTA consistent with the fair market value of the parcel, based on the highest and best use value. If the property is to be used for transportation purposes, the sponsor must work closely with the SCTA to determine if the



use is consistent with the Measure M program, and that the expense is eligible for the funding category. The use of property excess to Measure M projects for other transportation facilities would need to be endorsed by the appropriate Regional Transportation Planning committee(s) and the SCTA.

### **Construction Contract Work:**

Measure M funds are available to cover all construction expenditures for the project that are part of the scope of work agreed to by the SCTA. Any proposed contract change orders that may arise once the contract has been awarded will be reviewed on a case by case basis for approval to be reimbursed with Measure M funds.

The project sponsor may include additional work beyond the scope of work for the Measure M project at their expense. The SCTA will require these costs to be segregated from the other item work expenses and paid for with non-Measure M project funds.

### **Construction Management:**

Measure M funds are eligible for reimbursement of project sponsor's management oversight expenses associated with the construction of the proposed Measure M project. This would include activities such as inspection, material testing, field surveys, construction contract administration, and activities involved with submitting final costs to the appropriate agencies to secure other leveraged funds.

Any management expenses associated with work beyond the scope of the Measure M project should be segregated out and funded

by the project sponsor from non-Measure M project fund sources.

## **4.11 POLICY 11 — PROJECT DELIVERY MANAGEMENT**

The Measure M Program is dependent upon close collaboration between the sponsors of Measure M funded projects (Highway 101 projects, Local Street Projects, Bike/Ped Projects, and SMART programs) and the SCTA. It is the project sponsor's responsibility to keep SCTA apprised of significant issues affecting project delivery and costs. Ongoing communication resolves issues, assures compliance with SCTA policies, and will assist the SCTA in managing the overall funding of the Measure M program.

The SCTA has an obligation to ensure that the Measure M funds are spent in accordance with the intent of the Measure. This policy establishes a process for review of Measure M projects.

The SCTA's Executive Director will assign a representative to each project who will serve as the Project Delivery Manager (PDM). The PDM could be an employee or a consultant to the SCTA. When a conflict arises, the PDM may use the expertise of the Technical Advisory Committee (TAC) to help resolve project specific issues. The PDM will keep the Citizens Advisory Committee (CAC) informed of the present status of project delivery issues, such as project scope, schedule and budget.

The PDM will work with the project sponsors throughout the project, in order to resolve issues that may arise throughout the various phases of project delivery. The PDM is responsible for reviewing the project at major milestones. It is expected that the PDM will



work in partnership with the project sponsors to facilitate communications and speed delivery.

The purpose of the SCTA review is three-fold: 1) to review the project to ensure that the objectives and purpose of the project are consistent with the original purpose of the project programmed in the Measure M Strategic Plan and the intent of the Traffic Relief Act for Sonoma County; 2) to ensure consistency with Strategic Implementation Plan policies and guidelines; and 3) to monitor and assist with meeting project delivery milestones.

The purpose of a TAC review is to offer an unbiased assessment and to offer suggestions for resolving conflict that may occur during the review of a project (i.e., whether a project feature should be eligible for reimbursement under the Measure M program). The SCTA's PDM, the project sponsor's Project Manager (PM) or the CAC can request a review by the TAC.

The purpose of the CAC review is to provide public oversight on the implementation of Measure M. The CAC is composed of community stakeholders and five members of the public at large, appointed from each supervisorial district. The CAC review is intended to provide transparency of the project delivery process for the general public. The PDM will provide at least one (1) status update for each project receiving funding in a fiscal year to the CAC for review. The project sponsor's PM should attend any CAC meeting at which his/her project is being presented to the CAC. The PDM will seek to schedule project review sessions at least 30-days in advance of the meeting. Additionally, the PDM will provide an

update on the Highway 101 program at each CAC meeting.

The following section summarizes the review and approval process required for Measure M funded projects to ensure that project sponsors are complying with the Strategic Plan.

### **SCTA Review During Project Approval and Environmental Document (PA&ED) Phase**

The SCTA is designated as a "Responsible Agency" according to the California Environmental Quality Act (CEQA), since the SCTA must take a discretionary action in funding Measure M projects. For this reason, in addition to performing project reviews, the SCTA PDM should be involved in the environmental process for Measure M projects as follows:

1. the PDM must receive any Notice of Preparation for the environmental document;
2. the PDM should have the opportunity to comment on the project;
3. the PDM should have an opportunity to review proposed mitigation measures that would be funded with Measure M funds;
4. the PDM should have an opportunity to comment on the administrative draft environmental document, and should advise the project sponsor if there are potential concerns with the environmental document; and
5. the PDM should prepare formal comment on the environmental document or proposed mitigation measures during the public comment period if there are

potential conflicts that cannot be resolved at the staff level.

### **SCTA Review During Design Plans Specifications and Estimates (PS&E) Phase**

As discussed above, the plans for each project are reviewed by SCTA representatives at major milestones of design. SCTA has identified four (4) types of design reviews. All projects will have at least a Conceptual Review and a Final Review, as defined below. Level I and Level II reviews will be at the discretion of the PDM, but will be based on the delivery status and complexity of the project in question.

#### **Conceptual Design Review**

This review is to occur once the conceptual alternatives have been identified, and prior to the start of final design. The environmental document could be under preparation, but not final, since the intent of this review is to evaluate different alternatives and their impacts. This review is required prior to the appropriation of funds for design activities.

SCTA PDM will review scope of the project, consistency with Measure M policies and the Ordinance, and identify concerns regarding significant cost components of the project. The schedule and budget will be reviewed, and the schedule and phasing of the remaining reviews will be developed.

#### **Level I Design Review**

The Level I review will be at a stage in design where a project alternative has been adopted, and the details of the project have been initially defined for the following components of the project: right-of-way acquisition, easements,

and disposition; utility relocations; drainage; wetlands and other environmental issues; need for permit applications; and value engineering decisions.

#### **Level II Design Review**

The Level II review will be at a stage when most of the details of the final design have been finalized. In particular, the review will focus on the following components of the project: right-of-way acquisition, easements, and disposition; drainage; utility relocations; draft utility agreements; signing and striping plans; landscaping; preliminary construction staging; environmental permit applications; environmental mitigation needed; and preliminary estimates.

#### **Final Review (100% PS&E)**

When the plans, specifications and estimates (PS&E) are complete, a review by SCTA representatives will be performed to verify that all components from the previous reviews have been addressed and that the project construction cost estimate is compatible with the Strategic Implementation Plan. This review is required prior to the appropriation of funds for construction activities.

#### **Information Provided by the Project Sponsor's PM Prior to Any Design Review**

To provide for an adequate review, it is important to have materials available prior to the review. The following materials are requested by the project sponsor at least one week prior to any of the design reviews:

1. Project Background — Definition of the problem to be solved by the project and how the proposed project solves it.





2. Project Description — Clear definition of the proposed work.
3. Project Schedule — Beginning and completion dates for the following activities:
  - Project Study Report (PSR)/Conceptual Engineering studies;
  - Environmental Document;
  - Design stages (35%, 65%, 95%, Final)
  - Right-of-Way Engineering and Acquisition;
  - Permits
  - Utility Relocations;
  - Advertisement; and
  - Construction
4. Project Estimate — A detailed breakdown of the estimate, escalated to the year of construction.
5. Financial Plan — Proposed revenue sources and amounts (by development phase and fiscal year), including short-falls and proposed revenue sources. Any required match of Measure M funds must be clearly identified.
6. Engineering Plans, Reports, and Specifications — any available plans, reports and specifications appropriate for the type of review.
7. Summary response to issues raised by the PDM or the CAC in previous reviews.
8. Summary of compliance with applicable mitigation measures from the Sonoma County Comprehensive Transportation Plan Environmental Impact Report.

The summary should be brief (1-2 pages) but should offer enough detail to provide the PDM with an adequate perspective on the project's background to aid them in their review. The summary report and plans should be submitted to the PDM at least one week prior to the date of the review.

The project sponsor's staff or consultant will make a brief presentation of the project, the current status of design, and any issues that are critical to understanding the project. The PDM and any additional representatives of the SCTA will review the plans, and then ask questions or make suggestions regarding the design of the project.

### Caltrans Reviews

For projects on the State Highway System, Project Sponsors are responsible for working with Caltrans to assure preparation and submittal of all documents that may be required by Caltrans, such as the Project Initiation Document (PID), the Project Report (PR), environmental documentation, right-of-way certification, and PS&E. Wherever possible, the Sponsor should attempt to combine these reports, such as the combined PSR/PR.

### SCTA Review During Right of Way Phase

The project sponsor is responsible for identifying real property needs, such as property acquisitions, clearance and demolition, property easements, rights to enter, and relocations of affected parties and businesses as part of the right-of-way process. Real Property acquisition and associated relocation of affected parties must be conducted consistent with the requirements of state law, and the federal "Uniform

Acquisition and Relocation Assistance Act.” In addition, the project sponsor will identify utility relocations needed for the project, including a determination of the liability for cost. The project sponsor will enter into utility agreements necessary to ensure the timely relocation of affected utilities as part of the right-of-way phase of project development. Finally, the right-of-way process will include entering into agreements for the acquisition of off-site environmental mitigation needed for the project.

The project sponsor should communicate with the PDM throughout the right of way process. Once the project design is at least 65% complete, the project sponsor shall provide a detailed estimate of the right-of-way cost of the project. At that point, the sponsor shall also provide a detailed schedule for completion of all right-of-way activities for the project. Proposed right of way acquisition and the potential for parcels to be excess to the Measure M project will be evaluated as part of the design review process described above. If issues regarding excess land extend beyond the design stage of the project, the project sponsor will meet with the SCTA's PDM, as necessary to resolve such issues.

Any special circumstances regarding ownership of property excess to the Measure M project, or acquisition of property that will not be used for the Measure M project should be resolved early. With respect to disposal of property excess to the Measure M project, the proponent should consult with the PDM in order to determine the most cost effective and efficient time for the disposal, in order to get the highest possible return on the investment for the Measure M program. Unless the SCTA makes an exception, the project sponsor shall dispose of any

property excess to the Measure M project within five years following completion of the project, or prior to sunset of the Measure M program. In some cases, this may mean that the sponsor accepts a less than optimal price, with the agreement of the SCTA. In any case, the project sponsor shall advise the PDM of its plans for disposition at the completion of the project

### **SCTA Review During Construction Phase**

After bidding the construction contract, the SCTA PDM will be provided a summary of the funding used for the award construction contract. The PDM will be invited to attend the initial pre-construction meeting and any standing progress meetings with the Contractor. Attendance at construction meetings with the Resident Engineer and Contractor will be at the discretion of the PDM and based upon the complexity of the project. Regardless of attendance at meetings, the PDM will be permitted to review any design changes and be available as a resource to address issues and problems that arise during the construction phase. The PDM shall be provided copies of contract change orders (CCOs) and associated tracking logs, as requested. The project sponsor shall get the PDM's written concurrence on any CCOs that increase the scope of the project, beyond the project description set forth in the Measure M Expenditure Plan.

### **Compensation for SCTA'S Project Oversight Management**

The SCTA will fund the cost of the PDM from other funds sources, unless an agreement is made with the project sponsor to fund the PDM with Measure M funds dedicated to the Project.



#### 4.12 POLICY 12 — ANNUAL REPORTING LETTERS

The SCTA has established reporting requirements related to each of the program categories. These requirements focus on the accountability of expending Measure M funds, tracking progress on projects and informing the public of how Measure M funds are being expended.

After the close of each fiscal year, the SCTA requires a letter from each jurisdiction receiving Measure M funds, outlining how the Measure M funding was spent, including a full accounting of the Measure M funds, a description of what projects were completed and how performance standards were met (see Appendix 1). This letter will be due to the SCTA by September 15 of each year. If a letter including the required information is not received from a jurisdiction, the SCTA may withhold the next year's allocation until the requirement is met.

The SCTA may conduct a random audit on any project that received Measure M funds.

#### 4.13 POLICY 13 — PUBLIC INFORMATION

As part of the annual reporting to the SCTA, project sponsors will be required to address the following items in their letter to indicate how they are meeting the Measure M public information requirements:

1. Displaying the Measure M logo on signs at construction sites and on vehicles (i.e. maintenance trucks, transit vehicles, etc.) funded or partially funded by Measure M.
2. Providing digital photographs of projects before, during and after construction.

3. Identifying Measure M on the project sponsor's web site.
4. Issuing joint press releases about project activities, particularly ground-breakings and ribbon-cuttings.
5. Participating in the development of the Measure M Annual Report.
6. Identifying the project benefits and discussing how the improvement project is assisting in traffic congestion relief.
7. Identifying how the project is addressing the goals of Measure M as set out in the Expenditure Plan.

#### 4.14 POLICY 14 — MAINTENANCE OF EFFORT

The Traffic Relief Act for Sonoma County is governed by the Public Utilities Code. PUC 180200 requires that "local governments maintain their existing commitment of local funds for transportation purposes." The Measure M Expenditure Plan states "consistent with California Public Utilities Code Section 180200, the SCTA intends that the additional funds provided governmental agencies by the Traffic Relief Act for Sonoma County are to be used to supplement and not replace existing local revenues used for streets and highways purposes. The basis of the MOE requirement will be the average of expenditures of annual discretionary funds on streets and highways, as reported to the State Controller pursuant to Streets and Highways Code Section 2151 for the three most recent fiscal years before the approval of the policy where data is available. The average dollar amount will then be increased once every three years by Bay Area Consumer Price Index (CPI). SCTA shall use CPI-U for San



Francisco-Oakland-Hayward, CA from [https://www.bls.gov/regions/west/data/cpi\\_tables.pdf](https://www.bls.gov/regions/west/data/cpi_tables.pdf) and cap the adjustment to a 2 % maximum.

To establish compliance, each year the adjusted 3-year baseline average will be compared to the 3-year average of the current year and the 2 most recent fiscal years before the current year. The SCTA board will consider each jurisdiction's compliance with the policy individually. If a jurisdiction's totals are not in compliance then any jurisdictions that did not meet the requirement will be penalized. Penalty for non-compliance of meeting the minimum MOE is immediate loss of a proportional share of the Local Streets Maintenance and Improvements funds until MOE compliance is achieved. The proportional loss shall be for a minimum period of one year and calculated using the percentage shortfall from the jurisdictions MOE baseline. SCTA will reapportion the loss to the other jurisdictions whose expenditures are in compliance. The audit of the MOE contribution may be requested every five years, to be provided by the jurisdiction and completed by an independent certified public accountant (CPA). Any agency found to be in non-compliance may be required to provide annual audits for three years after they come back into compliance.

Any local jurisdiction wishing to adjust its maintenance of effort requirement shall submit to the SCTA a request for adjustment and the necessary documentation to justify the adjustment. The SCTA staff shall review the request and shall make a recommendation to the SCTA. Taking into consideration the recommendation, the SCTA may adjust the annual average of expenditures reported pursuant to Streets and Highways Code Section 2151. The SCTA

shall make an adjustment if one or more of the following conditions exists:

1. The local jurisdiction has undertaken one or more major capital projects during those fiscal years, that required accumulating unrestricted revenues (i.e., revenues that are not restricted for use on streets and highways such as general funds) to support the project during one or more fiscal years.
2. A source of unrestricted revenue used to support the major capital project or projects is no longer available to the local jurisdiction and the local jurisdiction lacks authority to continue the unrestricted funding source.
3. One or more sources of unrestricted revenues that were available to the local jurisdiction is producing less than 95 percent of the amount produced in those fiscal years, and the reduction is not caused by any discretionary action of the local jurisdiction.

#### 4.15 POLICY 15 – AUDITS

An overall financial and compliance audit of Measure M funds will be done annually to review the finances and demonstrate the status of projects in each program category. The Citizens Advisory Committee (CAC) will serve as an independent oversight body. The CAC will advise SCTA on contracting with a qualified audit firm and the administration of Measure M. SCTA will present the findings of the annual audit to the CAC.

In addition, transit operators will provide a copy of an annual audit to the SCTA indicating how Measure M funds were used. The SCTA will



require each project sponsor to submit Project Sponsor Reporting Letters annually indicating how Measure M funds were used.

Finally, in the event that a specific project's compliance with the Measure M program is called into question, the CAC can request that a project level audit be conducted. If such an audit is requested, the scope of the audit and the selection of an audit firm will be approved by the CAC.

#### **4.16 POLICY 16 — INVESTMENT OF CASH BALANCE**

SCTA will invest the cash balance of each Measure M program in the County of Sonoma Pool. Interest earned on the balance will be credited to the cash balance of the respective program.

For more information visit: [http://www.sonoma-county.org/tax/about\\_treasurer.htm#investment](http://www.sonoma-county.org/tax/about_treasurer.htm#investment)

#### **4.17 POLICY 17 — BICYCLE AND PEDESTRIAN ACCOMMODATION ON PROJECTS**

All projects will consider accommodation of bicycle and pedestrians. The PDM will review projects for reasonable accommodation during the design reviews of Policy 11 including coordination with the Countywide Bike Plan.

#### **4.18 POLICY 18 — MULTI-JURISDICTIONAL PROJECTS**

A multi-jurisdictional Measure M project can move forward in discreet segments only after a partnership agreement has been approved. This is necessary to establish how the full project will be implemented even if one or more

segments will require a longer period of time to be developed.

#### **4.19 POLICY 19 — AMENDMENTS TO MEASURE M PROJECTS**

The ability to fully fund or complete all programs or projects in Measure M may be impacted by changing circumstances over the duration of the sales tax. Tax proceeds originally allocated to a listed project may become available for reallocation due to any of the following reasons:

- A listed project is completed under budget;
- A listed project is partially or fully funded by funding sources other than Measure M tax proceeds;
- A project sponsor and implementing agency request deletion of a listed project because of unavailability of matching funds;
- A listed project cannot be completed due to an infeasible design, construction limitation or substantial failure to meet specified implementation milestones.

Upon a finding that tax proceeds are available for reallocation due to one of the conditions above, the SCTA may reallocate such tax proceeds subject to the following guidelines:

- Available tax proceeds can be reallocated only to project(s) within the same program category as the original listed project.
- Reallocation of tax proceeds within a program category will be based first on project readiness and availability of matching funds. The next tier of criteria

will include impact on congestion, cost-effectiveness, ranking in the Comprehensive Transportation Plan, and schedule adherence as determined by the SCTA.

- An existing project within a program category that needs additional funding, not as a result of scope change, has priority over a newly proposed project. However, the project must maintain the match level from other funding sources (50% percent in most cases) required in the original Measure M expenditure plan.

If overall revenues exceed the level projected in the Measure M Expenditure Plan funds will be distributed into the same program categories and existing or new projects can be considered within those categories. An existing project in a program category has priority in accessing these additional funds but still must maintain a 50% match from other funding sources. If overall revenues fail to meet projected levels, the projects in the program categories will be funded on a first come, first served basis, using the following criteria for selecting projects ready to receive available funding:

- Program those projects that have advanced local funds in accordance with Policy 4.8 and have already been constructed, first;
- Keep commitments in previous Strategic Plans, unless requested by project sponsor;
- Assess Project deliverability through construction;
- Weigh whether M funds are being used to leverage other fund sources; and

- Consider past delivery performance of project sponsor

The Traffic Relief Act of Sonoma County (Measure M) passed by the voters cannot be changed without another vote of the people. However, the Legislature has vested in local authorities the ability to annually review and amend voter-approved expenditure plans following a procedure and for reasons established by statute. California Public Utility Code Section 180207, reads as follows:

### **California Public Utility Code Section 180207**

the authority may annually review and propose amendments to the county transportation expenditure plan adopted pursuant to Section 180206 to provide for the use of additional federal, state and local funds, to account for unexpected revenues, or to take into consideration unforeseen circumstances.

- a. the authority shall notify the board of supervisors and the city council of each city in the county to provide them with a copy of the proposed amendments.
- b. the proposed amendments shall become effective 45 days after notice is given.

### **4.20 POLICY 20 – ADOPTION OF FUTURE POLICIES AND AMENDMENTS TO STRATEGIC PLAN**

Over time, the SCTA may find the need to revise, delete, or add new policies or to otherwise amend provisions of the Strategic Plan. The Strategic Plan can be revised during subsequent Strategic Plan updates or amended at any time by resolution of the SCTA board of directors.





# Cash Flow Model

5

5.1 — MODEL #1: HIGHWAY 101 PROJECTS PROGRAM

	PRIOR	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY13-14	FY14-15	FY15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	TOTALS
Beginning Balance	0	6,872,294	9,883,136	63,089,708	53,035,565	42,614,618	54,284,704	44,183,157	38,299,731	17,850,932	26,905,650	24,717,757	25,640,991	28,371,314	20,617,830	12,088,057	8,191,827	7,638,554	8,691,598	12,674,421	
Sales Tax Revenues	7,602,884	7,943,464	7,545,624	6,769,218	6,107,316	6,614,101	6,977,858	8,031,864	8,417,653	8,555,064	8,826,535	9,217,948	9,914,263	10,719,314	10,153,579	11,467,078	11,811,091	12,165,423	12,530,386	9,679,725	181,050,388
Interest Earnings	136,106	416,168	1,188,821	1,321,545	432,333	290,560	434,723	320,785	159,834	108,847	194,262	257,546	390,402	605,623	334,058	85,831	33,208	38,358	50,799	65,372	6,865,181
Interfund Loan / (Payment)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,221,250	(1,959,713)	(2,030,738)	(2,093,363)	(268,913)	(131,475)
Wilfred Project Expenditures	(4,000)	(113,000)	(18,000)	(1,638,000)	(3,834,000)	(2,471,000)	(2,717,000)	(1,287,000)	(1,109,000)	74,000	(2,000)	0	0	0	0	0	0	0	0	0	(13,119,000)
North Project Expenditures	(74,000)	(2,989,000)	(1,947,000)	(6,015,000)	(6,666,000)	(3,055,000)	(6,574,000)	(619,000)	(9,383,000)	(1,433,000)	(63,000)	(42,000)	(20,000)	(23,000)	(8,000)	(8,000)	(89,000)	(407,000)	0	0	(39,415,000)
Central Project Expenditures	(1,263,000)	(3,531,000)	(3,104,000)	(7,950,000)	(2,070,000)	(1,940,000)	(1,161,000)	(5,557,000)	(7,425,000)	(6,048,000)	(1,570,000)	(99,000)	454,000	125,000	(44,000)	(79,000)	(27,000)	0	0	0	(41,289,000)
MSN-Narrows Project Expenditures	(1,000)	(11,000)	(29,000)	(1,131,000)	(1,911,000)	(2,165,000)	(484,000)	(795,000)	(3,670,000)	(2,256,000)	(874,000)	(871,000)	(5,054,000)	(6,386,000)	(5,391,000)	(285,000)	(421,000)	(15,000)	0	0	(31,750,000)
MSN-Petaluma Project Expenditures	0	(9,000)	(14,000)	(383,000)	(2,090,000)	(3,539,000)	(3,997,000)	(2,701,000)	(5,548,000)	(3,631,000)	(1,005,000)	(414,000)	(2,823,000)	(5,422,000)	(5,075,000)	(6,688,000)	(6,417,000)	(2,240,000)	(48,000)	0	(52,044,000)
Finance Account Expenditures	(4,000)	(39,000)	0	(27,000)	(13,000)	(16,000)	(12,000)	(10,000)	(6,000)	(21,000)	(34,000)	(13,000)	(13,000)	(14,000)	(21,000)	(95,000)	(350,000)	(250,000)	(250,000)	0	(1,188,000)
Reimbursements	0	0	0	0	340,000	303,000	2,496,000	2,823,000	11,396,000	5,176,000	409,000	1,253,000	369,000	374,000	3,695,000	5,269,000	0	0	0	0	33,903,000
SLPP Loan Payment to LSR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(823,000)	(823,000)
Net Proceeds of 2008 Bonds	0	0	45,460,336	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45,460,336
Gross Debt Service 2008 Bonds	0	0	(711,257)	(2,207,350)	(2,207,350)	(2,207,350)	(2,207,350)	(2,207,350)	(5,015,350)	(5,012,725)	0	0	0	0	0	0	0	0	0	0	(21,776,082)
Net Proceeds of 2011 Bonds	0	0	0	0	0	18,407,780	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18,407,780
Gross Debt Service 2011 Bonds	0	0	0	0	0	(290,609)	(1,094,203)	(1,093,753)	(1,090,697)	(1,092,141)	(2,201,784)	(2,203,097)	(2,204,916)	(2,200,416)	(2,199,628)	(10,312,753)	0	0	0	0	(25,983,996)
Net Proceeds of 2015 Bonds	0	0	0	0	0	0	0	0	0	14,948,000	0	0	0	0	0	0	0	0	0	0	14,948,000
Deposit to Interest Fund	0	0	0	0	0	0	0	0	0	2,209,663	0	0	0	0	0	0	0	0	0	0	0
Gross/Net Debt Service 2015 Bonds	0	0	0	0	0	0	0	0	0	0	(5,591,107)	(5,570,100)	(5,612,500)	(5,857,194)	(6,216,625)	(6,204,625)	(6,210,375)	(6,208,000)	(6,207,000)	(6,211,500)	(59,889,026)
Interest Off-set for 2015 New Money Bonds	0	0	0	0	0	0	0	0	0	0	(617,257)	(638,850)	(593,625)	(359,931)	0	0	0	0	0	0	(2,209,663)
Debt Service Reserve Fund Deposit	0	0	4,607,500	0	0	1,890,000	0	0	0	(4,607,500)	0	0	0	0	0	0	0	0	0	0	1,890,000
Accounting Adjustments	479,304	1,343,209	227,548	1,206,444	1,490,754	(151,395)	(1,763,575)	(2,788,972)	(7,175,240)	2,084,511	340,458	45,787	7,923,699	685,120	(3,757,156)	(3,267,012)	3,076,516	0	0	0	0
Ending Balance — Total Cash	6,872,294	9,883,136	63,089,708	53,035,565	42,614,618	54,284,704	44,183,157	38,299,731	17,850,932	26,905,650	24,717,757	25,640,991	28,371,314	20,617,830	12,088,057	8,191,827	7,638,554	8,691,598	12,674,421	14,128,105	
Restricted Cash (DSRF)	0	0	(4,607,500)	(4,607,500)	(4,607,500)	(6,497,500)	(6,497,500)	(6,497,500)	(6,497,500)	(1,890,000)	(1,890,000)	(1,890,000)	(1,890,000)	(1,890,000)	(1,890,000)	0	0	0	0	0	
Unrestricted Cash (Min. \$1.5 million)	6,872,294	9,883,136	58,482,208	48,428,065	38,007,118	47,787,204	37,685,657	31,802,231	11,353,432	25,015,650	22,827,757	23,750,991	26,481,314	18,727,830	10,198,057	8,191,827	7,638,554	8,691,598	12,674,421	14,128,105	
Interprogram Loan (w/LSP)																					
Beginning Balance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,221,250	4,323,750	2,336,250	266,250	
Interest Expense	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62,213	43,238	23,363	2,663	131,475
Loan/(Payment)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,221,250	(1,959,713)	(2,030,738)	(2,093,363)	(131,475)
Ending Balance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,221,250	4,323,750	2,336,250	266,250	0



5.2 — MODEL #2: LOCAL STREETS PROJECTS (LSP) PROGRAM

	PRIOR	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY13-14	FY14-15	FY15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	TOTALS
Beginning Cash Balance	0	3,717,834	7,371,758	11,122,085	14,298,332	17,456,788	20,388,810	21,637,448	24,590,344	17,324,850	15,680,913	16,432,457	20,374,923	24,935,914	28,735,163	33,549,721	28,283,615	11,855,069	18,204,706	27,352,073	
Sales Tax Revenue	3,801,443	3,971,732	3,772,812	3,384,609	3,053,658	3,307,050	3,488,929	4,015,932	4,208,827	4,277,532	4,413,267	4,608,974	4,957,131	5,359,657	5,076,790	5,733,539	5,905,545	6,082,712	6,265,193	4,839,862	90,525,195
Interest on Pooled Cash	69,702	257,755	387,737	289,336	140,354	119,731	191,127	180,263	124,094	93,437	116,640	18,987	311,297	550,775	615,103	264,647	141,418	59,275	91,024	136,760	4,159,464
Adjustments	(96,775)	(60,619)	149,652	(127,939)	16,560	(44,760)	32,960	101,591	357,334	159,086	(1,281,402)	(155,335)	128,416	(221,440)	190,119	(162,891)	1,015,445	0	0	0	0
InterFund Loan (Go Sonoma)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(278,000)	0	0	0	289,288	11,288
InterProgram Loan (w/Bike Ped)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
InterProgram Loan (w/SMART)	0	0	0	0	0	0	0	0	0	(2,283,878)	467,510	418,945	520,099	569,645	406,967	(2,073,750)	653,238	676,913	697,788	89,638	143,112
InterProgram Loan (w/101)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(6,221,250)	1,959,713	2,030,738	2,093,363	268,913	131,475
Capital Reimbursements	0	0	0	0	0	0	0	150,000	0	0	0	0	0	0	0	0	0	0	0	0	150,000
Expenditures	(56,536)	(514,944)	(559,874)	(369,759)	(52,116)	(450,000)	(2,464,378)	(1,494,889)	(11,955,748)	(3,890,114)	(2,964,473)	(949,103)	(1,355,952)	(2,459,388)	(1,474,420)	(2,528,401)	(26,103,904)	(2,500,000)	0	(3,500,000)	(65,644,000)
Ending Balance	3,717,834	7,371,758	11,122,085	14,298,332	17,456,788	20,388,810	21,637,448	24,590,344	17,324,850	15,680,913	16,432,457	20,374,923	24,935,914	28,735,163	33,549,721	28,283,615	11,855,069	18,204,706	27,352,073	29,476,533	

5.3 — MODEL #3: LOCAL STREETS REHABILITATION (LSR) PROGRAM

	PRIOR	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY13-14	FY14-15	FY15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	TOTALS
Beginning Cash Balance	0	428,042	639,190	504,668	428,042	397,607	439,375	468,158	640,084	640,084	572,549	573,959	608,093	678,552	672,591	1,005,102	792,566	0	0	0	
Sales Tax Revenue	3,801,443	3,971,732	3,772,812	3,384,609	3,053,658	3,307,050	3,488,929	4,015,932	4,208,827	4,277,532	4,413,267	4,608,974	4,957,131	5,359,657	5,076,790	5,733,539	5,905,545	6,082,712	6,265,193	4,839,862	90,525,194
Interest on Pooled Cash	33,310	59,330	59,899	28,374	9,074	6,274	5,210	5,830	4,587	46,830	5,694	9,521	12,615	20,623	20,110	8,436	3,963	0	0	0	339,680
Expenditures	(3,309,936)	(3,759,295)	(3,964,352)	(3,544,640)	(3,072,585)	(3,233,503)	(3,965,520)	(3,975,865)	(4,094,027)	(4,259,034)	(4,405,071)	(4,598,009)	(4,928,117)	(5,275,498)	(5,041,286)	(5,543,143)	(6,707,228)	(6,082,712)	(6,265,193)	(5,662,862)	(91,687,874)
SLPP Funds from 101 Program	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	823,000	823,000
Adjustments	(96,775)	(60,619)	(2,881)	55,030	(20,582)	(38,053)	500,164	126,029	(119,387)	(132,864)	(12,481)	13,649	28,830	(110,742)	276,897	(411,369)	5,154	0	0	0	0
Ending Balance	428,042	639,190	504,668	428,042	397,607	439,375	468,158	640,084	640,084	572,549	573,959	608,093	678,552	672,591	1,005,102	792,566	0	0	0	0	

5.4 — MODEL #4: LOCAL BUS TRANSIT (LBT) PROGRAM

	PRIOR	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY13-14	FY14-15	FY15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	TOTALS
Beginning Cash Balance	0	190,092	213,726	208,650	166,685	172,240	217,926	193,848	255,720	225,622	239,561	240,326	255,029	285,412	282,511	502,376	330,679	0	0	0	
Sales Tax Revenue	1,808,945	1,985,866	1,886,406	1,692,305	1,526,829	1,653,525	1,744,465	2,007,966	2,104,413	2,138,766	2,206,634	2,304,487	2,478,566	2,679,829	2,538,395	2,866,770	2,952,773	3,041,356	3,132,597	2,419,931	45,170,821
Interest on Pooled Cash	12,152	14,023	10,930	5,648	1,787	1,264	2,079	2,897	2,213	2,340	2,832	4,685	6,279	10,517	9,646	4,197	1,653	0	0	0	95,144
Expenditures	(1,770,646)	(2,060,449)	(1,897,123)	(1,711,268)	(1,537,267)	(1,592,922)	(1,759,814)	(1,990,944)	(2,046,914)	(2,129,527)	(2,202,517)	(2,298,923)	(2,464,036)	(2,637,952)	(2,520,387)	(2,771,401)	(3,279,993)	(3,041,356)	(3,132,597)	(2,419,931)	(45,265,965)
InterProgram Loan/(Payment)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjustments	139,640	84,194	(5,289)	(28,650)	14,206	(16,182)	(10,808)	41,953	(89,809)	2,359	(6,183)	4,454	9,574	(55,295)	192,211	(271,263)	(5,112)	0	0	0	0
Ending Balance	190,092	213,726	208,650	166,685	172,240	217,926	193,848	255,720	225,622	239,561	240,326	255,029	285,412	282,511	502,376	330,679	0	0	0	0	





5.5 — MODEL #5: PASSENGER RAIL (SMART) PROGRAM

	PRIOR	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY13-14	FY14-15	FY15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	TOTALS
Beginning Cash Balance	0	760,860	1,265,722	2,204,246	3,116,599	3,915,201	11,272,514	7,283,828	3,755,306	(1,961,083)	791,500	689,265	680,183	656,305	673,475	790,524	2,310,844	2,199,986	3,054,752	3,938,536	
Sales Tax Revenue	950,361	992,933	943,203	846,152	763,414	826,763	872,232	1,003,983	1,052,207	1,069,383	1,103,317	1,152,243	1,239,283	1,339,914	1,269,197	1,433,385	1,476,386	1,520,678	1,566,298	1,209,963	22,631,296
Interest on Pooled Cash	17,426	38,538	72,012	60,053	31,047	43,856	98,821	41,752	17,264	1,732	7,445	9,129	12,636	19,708	17,709	8,193	11,554	11,000	15,274	19,693	554,840
Adjustments	395,624	(434,972)	(720)	6,149	4,140	(78,189)	(218)	1,382,589	(1,425,867)	(237,560)	(9,765)	(16,792)	(20,008)	(38,617)	(28,962)	1,448,730	(945,561)	0	0	0	0
InterProgram Loan/(Payment)	0	0	0	0	0	0	0	0	0	2,283,878	(467,510)	(418,945)	(520,099)	(569,645)	(406,967)	2,073,750	(653,238)	(676,913)	(697,788)	(89,638)	(143,112)
Expenditures	(602,550)	(91,637)	(75,972)	0	0	0	(4,594,787)	(5,592,261)	(4,996,427)	(803)	(1,794)	(352)	(718)	(719)	(719)	(6,153)	0	0	0	0	(15,964,891)
Net Proceeds of 2011 Bonds	0	0	0	0	0	6,031,753	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,031,753
Gross Debt Service of 2011 Bonds	0	0	0	0	0	(96,870)	(364,734)	(364,584)	(363,566)	(364,047)	(733,928)	(734,366)	(734,972)	(733,472)	(733,209)	(3,437,584)	0	0	0	0	(8,661,332)
Debt Service Reserve Fund Deposit	0	0	0	0	0	630,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	630,000
Ending Balance - Total Cash	760,860	1,265,722	2,204,246	3,116,599	3,915,201	11,272,514	7,283,828	3,755,306	(1,961,083)	791,500	689,265	680,183	656,305	673,475	790,524	2,310,844	2,199,986	3,054,752	3,938,536	5,078,555	
Restricted Cash (DSRF)	0	0	0	0	0	(630,000)	(630,000)	(630,000)	(630,000)	(630,000)	(630,000)	(630,000)	(630,000)	(630,000)	0	0	0	0	0	0	
Unrestricted Cash	760,860	1,265,722	2,204,246	3,116,599	3,915,201	10,642,514	6,653,828	3,125,306	(2,591,083)	161,500	59,265	50,183	26,305	43,475	790,524	2,310,844	2,199,986	3,054,752	3,938,536	5,078,555	
Interprogram Loan (w/LSP)																					
Beginning Balance	0	0	0	0	0	0	0	0	0	0	2,300,000	1,850,000	1,450,000	950,000	400,000	0	2,073,750	1,441,250	778,750	88,750	
Interest Expense	0	0	0	0	0	0	0	0	0	16,122	17,510	18,945	20,099	19,645	6,967	0	20,738	14,413	7,788	888	143,112
Loan/(Payment)	0	0	0	0	0	0	0	0	0	2,283,878	(467,510)	(418,945)	(520,099)	(569,645)	(406,967)	2,073,750	(653,238)	(676,913)	(697,788)	(89,638)	(143,112)
Ending Balance	0	0	0	0	0	0	0	0	0	2,300,000	1,850,000	1,450,000	950,000	400,000	0	2,073,750	1,441,250	778,750	88,750	0	

5.6 — MODEL #6: BIKE AND PEDESTRIAN PROJECTS PROGRAM

	PRIOR	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY13-14	FY14-15	FY15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	TOTALS
Beginning Cash Balance	0	743,585	816,190	1,346,342	1,440,042	1,485,238	1,608,374	840,856	1,184,987	1,821,916	774,230	511,919	1,165,368	1,293,908	2,040,762	2,729,167	3,409,149	2,435,116	3,613,834	3,134,942	
Sales Tax Revenue	760,288	794,346	754,562	676,922	610,732	661,410	697,786	803,186	841,765	855,506	882,653	921,795	991,426	1,071,931	1,015,358	1,146,708	1,181,109	1,216,542	1,253,039	967,972	18,105,038
Interest on Pooled Cash	13,940	41,953	46,868	32,366	13,140	9,272	10,245	7,931	8,754	11,054	2,588	8,934	17,277	33,502	48,231	25,027	17,046	12,176	18,069	15,675	394,048
Adjustments	(19,355)	34,844	(33,106)	138,272	91,445	43,800	(177,606)	89,324	(109,883)	868,807	(806,379)	(23,313)	(95,787)	(247,575)	(95,561)	639,337	(297,264)	0	0	0	0
SLPP Funds from 101 Program	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	988,000	988,000
InterProgram Loan/(Payment)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capital Reimbursements	0	0	0	0	0	0	0	0	0	0	0	0	19,765	384,468	319,295	259,262	0	0	0	0	982,791
Expenditures	(11,288)	(798,539)	(238,173)	(753,860)	(670,120)	(591,346)	(1,297,942)	(556,310)	(103,708)	(2,783,054)	(341,173)	(253,967)	(804,142)	(495,473)	(598,918)	(1,390,353)	(1,874,922)	(50,000)	(1,750,000)	0	(15,363,288)
Ending Balance	743,585	816,190	1,346,342	1,440,042	1,485,238	1,608,374	840,856	1,184,987	1,821,916	774,230	511,919	1,165,368	1,293,908	2,040,762	2,729,167	3,409,149	2,435,116	3,613,834	3,134,942	5,106,589	
Interprogram Loan (w/LSP)																					
Beginning Balance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Interest Expense	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Loan/(Payment)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ending Balance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.7 — MODEL #7: ADMINISTRATION

	PRIOR	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY13-14	FY14-15	FY15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	TOTALS
Beginning Cash Balance	0	31,055	70,809	70,809	74,891	84,584	85,657	104,990	181,576	223,048	273,394	356,416	441,433	561,865	633,697	650,276	590,811	0	0	0	
Sales Tax Revenue	190,072	198,587	188,641	169,230	152,683	165,353	174,446	200,797	210,441	213,877	220,663	230,449	247,857	267,983	253,839	286,677	295,277	304,136	313,260	241,993	4,526,260
Interest on Pooled Cash	730	3,031	3,858	1,260	625	423	428	525	1,128	1,481	2,375	3,997	6,815	6,815	13,502	4,503	2,954	0	0	0	54,448
Expenses and Adjustments	(159,747)	(161,863)	(192,499)	(166,409)	(143,614)	(164,703)	(155,541)	(124,735)	(170,098)	(165,011)	(140,016)	(149,429)	(134,240)	(202,965)	(250,762)	(350,644)	(889,043)	(304,136)	(313,260)	(241,993)	(4,580,708)
Ending Balance	31,055	70,809	70,809	74,891	84,584	85,657	104,990	181,576	223,048	273,394	356,416	441,433	561,865	633,697	650,276	590,811	0	0	0	0	

5.8 — MODEL #8: ALL PROGRAM SUMMARY

	PRIOR	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY13-14	FY14-15	FY15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	TOTALS
Sales Tax Revenues and Allocations																					
Sales Tax Revenues	18,915,434	19,858,661	18,864,061	16,923,046	15,268,289	16,535,252	17,444,645	20,079,659	21,044,133	21,387,660	22,066,337	23,044,869	24,785,656	26,798,285	25,383,948	28,667,696	29,527,727	30,413,559	31,325,965	24,199,308	452,534,190
Growth and Inflation	N/A	N/A	-5.0%	-10.3%	-9.8%	8.3%	5.5%	15.1%	4.8%	1.6%	3.2%	4.4%	7.6%	8.1%	-5.3%	12.9%	3.0%	3.0%	3.0%	3.0%	
Allocations																					
Highway 101	7,602,884	7,943,464	7,545,624	6,769,218	6,107,316	6,614,101	6,977,858	8,031,864	8,417,653	8,555,064	8,826,535	9,217,948	9,914,263	10,719,314	10,153,579	11,467,078	11,811,091	12,165,423	12,530,386	9,679,725	181,050,388
Local Roads-Capital (LSP)	3,801,443	3,971,732	3,772,812	3,384,609	3,053,658	3,307,050	3,488,929	4,015,932	4,208,827	4,277,532	4,413,267	4,608,974	4,957,131	5,359,657	5,076,790	5,733,539	5,905,545	6,082,712	6,265,193	4,839,862	90,525,195
Local Roads-Maintenance (LSR)	3,801,443	3,971,732	3,772,812	3,384,609	3,053,658	3,307,050	3,488,929	4,015,932	4,208,827	4,277,532	4,413,267	4,608,974	4,957,131	5,359,657	5,076,790	5,733,539	5,905,545	6,082,712	6,265,193	4,839,862	90,525,194
Transit O&M	1,808,945	1,985,866	1,886,406	1,692,305	1,526,829	1,653,525	1,744,465	2,007,966	2,104,413	2,138,766	2,206,634	2,304,487	2,478,566	2,679,829	2,538,395	2,866,770	2,952,773	3,041,356	3,132,597	2,419,931	45,170,821
Rail	950,361	992,933	943,203	846,152	763,414	826,763	872,232	1,003,983	1,052,207	1,069,383	1,103,317	1,152,243	1,239,283	1,339,914	1,269,197	1,433,385	1,476,386	1,520,678	1,566,298	1,209,963	22,631,296
Bike & Ped	760,288	794,346	754,562	676,922	610,732	661,410	697,786	803,186	841,765	855,506	882,653	921,795	991,426	1,071,931	1,015,358	1,146,708	1,181,109	1,216,542	1,253,039	967,972	18,105,038
Administration	190,072	198,587	188,641	169,230	152,683	165,353	174,446	200,797	210,441	213,877	220,663	230,449	247,857	267,983	253,839	286,677	295,277	304,136	313,260	241,993	4,526,260
Total	18,915,434	19,858,661	18,864,061	16,923,046	15,268,289	16,535,252	17,444,645	20,079,659	21,044,133	21,387,660	22,066,337	23,044,869	24,785,656	26,798,285	25,383,948	28,667,696	29,527,727	30,413,559	31,325,965	24,199,308	452,534,190
Total Program Cash Flows																					
Beginning Balance	0	12,743,763	20,260,532	78,546,507	72,560,156	66,126,276	88,297,360	74,712,285	68,907,749	36,125,369	45,237,797	43,522,100	49,166,021	56,783,270	53,656,029	51,315,223	43,909,491	24,128,726	33,564,890	47,099,972	
Total Sales Tax Revenue	18,915,434	19,858,661	18,864,061	16,923,046	15,268,289	16,535,252	17,444,645	20,079,659	21,044,133	21,387,660	22,066,337	23,044,869	24,785,656	26,798,285	25,383,948	28,667,696	29,527,727	30,413,559	31,325,965	24,199,308	452,534,190
Program Capital Expenditures/ Expenses:																					
Highway 101	(1,346,000)	(6,692,000)	(5,112,000)	(17,144,000)	(16,584,000)	(13,186,000)	(14,945,000)	(10,969,000)	(27,141,000)	(13,315,000)	(3,548,000)	(1,439,000)	(7,456,000)	(11,720,000)	(10,539,000)	(7,155,000)	(7,304,000)	(2,912,000)	(298,000)	0	(178,805,000)
Local Streets Projects (LSP)	(153,311)	(575,563)	(410,222)	(497,698)	(35,556)	(494,760)	(2,431,418)	(1,393,298)	(11,598,415)	(3,731,028)	(4,245,874)	(1,104,439)	(1,227,536)	(2,680,828)	(1,284,302)	(2,691,292)	(25,088,459)	(2,500,000)	0	(3,500,000)	(65,644,000)
Local Streets Rehabilitation (LSR)	(3,406,711)	(3,819,914)	(3,967,233)	(3,489,610)	(3,093,168)	(3,271,556)	(3,465,356)	(3,849,836)	(4,213,414)	(4,391,898)	(4,417,551)	(4,584,360)	(4,899,287)	(5,386,240)	(4,764,389)	(5,954,512)	(6,702,074)	(6,082,712)	(6,265,193)	(5,662,862)	(91,687,874)
Local Bus Transit (LBT)	(1,631,006)	(1,976,255)	(1,902,413)	(1,739,918)	(1,523,061)	(1,609,103)	(1,770,622)	(1,948,991)	(2,136,724)	(2,127,167)	(2,208,700)	(2,294,470)	(2,454,461)	(2,693,247)	(2,328,176)	(3,042,664)	(3,285,105)	(3,041,356)	(3,132,597)	(2,419,931)	(45,265,965)
Passenger Rail (SMART)	(206,926)	(526,609)	(76,692)	6,149	4,140	(78,189)	(4,595,005)	(4,209,672)	(6,422,294)	(238,363)	(11,558)	(17,144)	(20,727)	(39,336)	(29,681)	1,442,577	(945,561)	0	0	15,675	(15,949,216)
Bike & Pedestrian Projects	(30,643)	(763,695)	(271,279)	(615,588)	(578,675)	(547,546)	(1,475,549)	(466,986)	(213,591)	(1,914,247)	(1,147,552)	(277,279)	(899,929)	(743,048)	(694,479)	589,337	(2,172,187)	(50,000)	(1,750,000)	0	(14,022,935)
Administration	(159,747)	(161,863)	(192,499)	(166,409)	(143,614)	(164,703)	(155,541)	(124,735)	(170,098)	(165,011)	(140,016)	(149,429)	(134,240)	(202,965)	(250,762)	(350,644)	(889,043)	(304,136)	(313,260)	(241,993)	(4,580,708)
Other Cash-In / (Other Cash-Out)	762,673	2,174,007	51,354,252	737,677	(88,235)	24,684,690	(4,687,229)	(5,744,676)	(13,326,978)	8,431,482	(8,471,782)	(8,787,827)	(445,228)	(6,833,862)	(11,528,965)	(24,180,231)	(2,922,063)	(6,087,191)	(6,031,835)	(5,700,387)	(16,691,709)
Ending Balance	12,743,764	20,260,532	78,546,507	72,560,156	66,126,276	88,297,360	74,712,285	68,907,749	36,125,369	45,237,797	43,522,100	49,166,021	56,783,270	53,656,029	51,315,223	43,909,491	24,128,726	33,564,890	47,099,972	53,789,782	







# Project Information Sheets

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WILFRED  
NORTH  
CENTRAL  
MSN

# Highway 101 Projects





## WILFRED

Rohnert Park Expressway to Santa Rosa Avenue in Santa Rosa

### EXPENDITURE PLAN DESCRIPTION

This project would add one carpool lane in each direction through Rohnert Park and includes the re-construction of the Wilfred Avenue Interchange and the local roadways in the interchange area.

### PROJECT DELIVERY STRATEGY

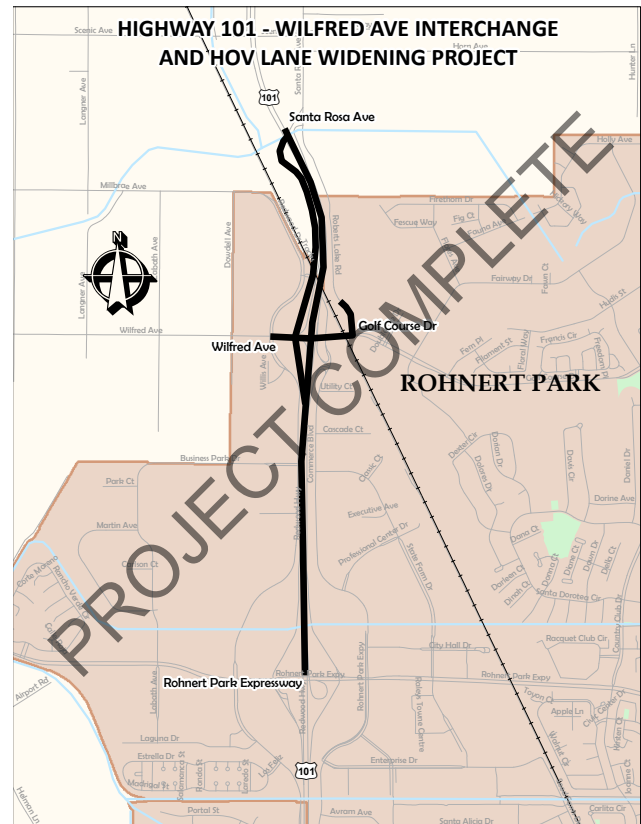
The Initial Study/Environmental Assessment was completed in June 2004. SCTA used \$13.1 Million in Measure M — 101 funds to leverage \$59.9 Million in other fund sources to complete the roadway portion of the project. A separate landscaping project is not yet funded.

#### Phase A: Highway 101 High Occupancy Vehicle (HOV) Lanes (Rohnert Park Expressway to Santa Rosa Avenue)

- Reduce recurrent congestion on Highway 101 by constructing a northbound and southbound HOV lane
- Construct a new southbound collector-distributor road between Santa Rosa Avenue and Wilfred Avenue.
- Construct auxiliary lanes from Rohnert Park Expressway to Wilfred Avenue/Golf Course Drive Interchange and northbound Wilfred Avenue/Golf Course Drive to Santa Rosa Avenue
- Upgrade existing freeway to current standards by widening shoulders, improve freeway ramps, and correct the highway profile to improve sight distance
- Improve local circulation by constructing a new freeway underpass to connect Wilfred Avenue and Golf Course Drive
- Rehabilitate existing highway
- Install intelligent Transportation System devices including closed circuit television cameras, changeable message signs, and traffic monitoring stations

#### Project Status / Schedule

The project started construction in May 2009 and was completed in June 2013.



### PROJECT DETAILS

#### Phase L — Landscaping

- Provide landscaping throughout the State Highway's right-of-way.

#### Project Status / Schedule

Landscaping is not currently programmed. SCTA is seeking funding opportunities for landscaping along the Highway 101 Corridor.

### FUNDING (IN THOUSANDS)

PHASE	TOTAL	MEASURE M-101	OTHER*	NEED
A	\$73,012	\$13,119	\$59,893	\$0
L	\$2,750	\$0	\$0	\$2,750
<b>TOTALS</b>	<b>\$75,762</b>	<b>\$13,119</b>	<b>\$59,893</b>	<b>\$2,750</b>

\*Other includes State Bond & STIP

COMPLETED

## NORTH

Steele Lane in Santa Rosa to Windsor River Road in Windsor

### EXPENDITURE PLAN DESCRIPTION

This project would add one carpool lane in each direction between Steele Lane in Santa Rosa and Windsor River Road in Windsor. It would also improve the on ramps and off ramps and add deceleration and acceleration lanes where needed. The sales tax dollars will be used to accelerate the project engineering, purchase right of way, and leverage state and federal revenues to construct the project.

### PROJECT DELIVERY STRATEGY

The Environmental Assessment/Environmental Impact Report (EA/EIR) was completed in October 2007. Due to funding constraints, SCTA initiated a phased strategy to deliver the project. The first phase of the project, Phase A, completed construction in 2010 and added High Occupancy Vehicle (HOV or carpool) lanes in both directions from Steele Lane to Windsor River Road. Phase B completed construction in June 2015 and included interchange improvements at the Airport Boulevard and Fulton Road interchange complex, as well as soundwalls along

Highway 101 in the Town of Windsor. SCTA combined Phase B with the Measure M — LSP program project to replace the Highway 101 overcrossing bridge at Airport Boulevard. Phase L provides for landscaping within the State Highway's right-of-way. SCTA used \$31.8 Million in Measure M — 101 funds and \$9 Million in Measure M — LSP funds to leverage \$157 Million in other fund sources.

In addition, the Steele Lane Interchange Project (Phase S) was included as an early phase of the North project. This project was completed in 2008.

#### Phase A — Highway 101 High Occupancy Vehicle (HOV) Lanes (Steele Lane to Windsor River Road)

- Reduce recurrent congestion on Highway 101 by constructing a northbound and southbound HOV lane
- Upgrade existing freeway to current standards by widening shoulders and ramp improvements
- Rehabilitate existing highway
- Extend auxiliary lanes from north of Steele Lane to Bicentennial Way
- Install Intelligent Transportation System devices including closed circuit television cameras, changeable message signs, traffic monitoring stations, and a highway advisory radio system

#### Project Status / Schedule

The project started construction in October 2008 and was completed in December 2010.

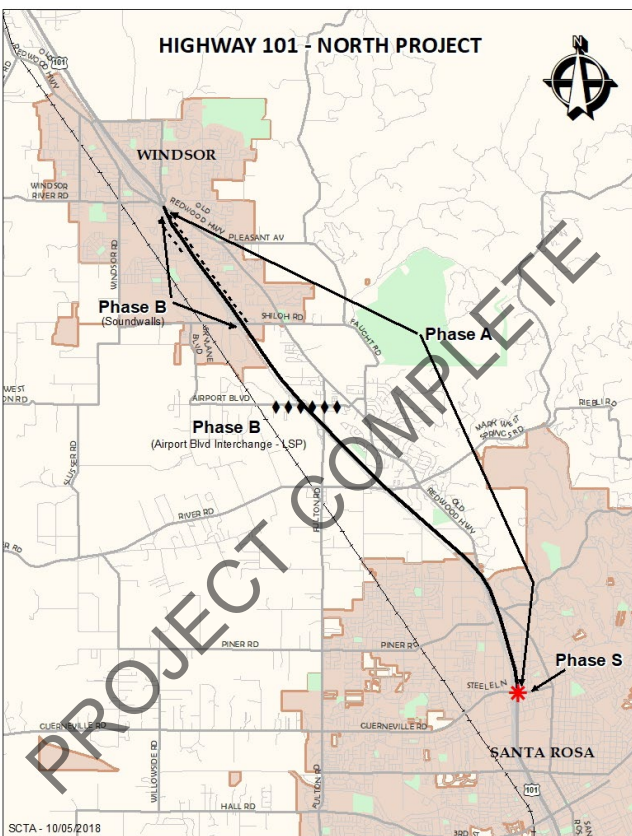
#### Phase B — Airport Boulevard & Fulton Road Interchange Improvements & Windsor Soundwalls

- Replace Airport Boulevard Overcrossing with a new 5 lane structure (4 travel lanes and one turn lane) and construct on and off ramps to serve all directions of travel – see Airport Boulevard Local Street Project (LSP)-Phase IV.
- Close Fulton Road ramps to/from Highway 101 to reduce weaving on Highway 101
- Construct soundwalls at various locations on Highway 101, between Shiloh Road and Windsor River Road

### PROJECT DETAILS

#### Project Status / Schedule

The project started construction in October 2012 and was completed in June 2015. Mitigation planting/monitoring will be complete in 2022.



COMPLETED



## NORTH

Steele Lane in Santa Rosa to Windsor River Road in Windsor

### Phase L: Landscaping

- Provide landscaping throughout the State Highway's right-of-way.

#### Project Status / Schedule

Landscaping is not currently programmed. SCTA is seeking funding opportunities for landscaping along the Highway 101 Corridor.

### Phase S: Steele Lane Interchange

Reconstruct the Steele Lane Interchange on Highway 101 in Santa Rosa.

#### Project Status / Schedule

This project completed construction in 2008 as an early phase of the North project.

### FUNDING (IN THOUSANDS)

PHASE	TOTAL	MEASURE M-101	OTHER*	NEED
A	\$111,476	\$15,177	\$96,299	\$0
B	\$53,992	\$11,664	\$42,328	\$0
S	\$23,929	\$4,938	\$18,991	\$0
L	\$2,275	\$50	\$0	\$2,225
<b>TOTALS</b>	<b>\$191,672</b>	<b>\$31,829</b>	<b>\$157,618</b>	<b>\$2,225</b>

\*Other includes Federal, State Bond (CMIA & SLPP), STIP (RTIP & SHOPP), \$7,434K County, and \$8,959K in Measure M - LSP (Airport IC).

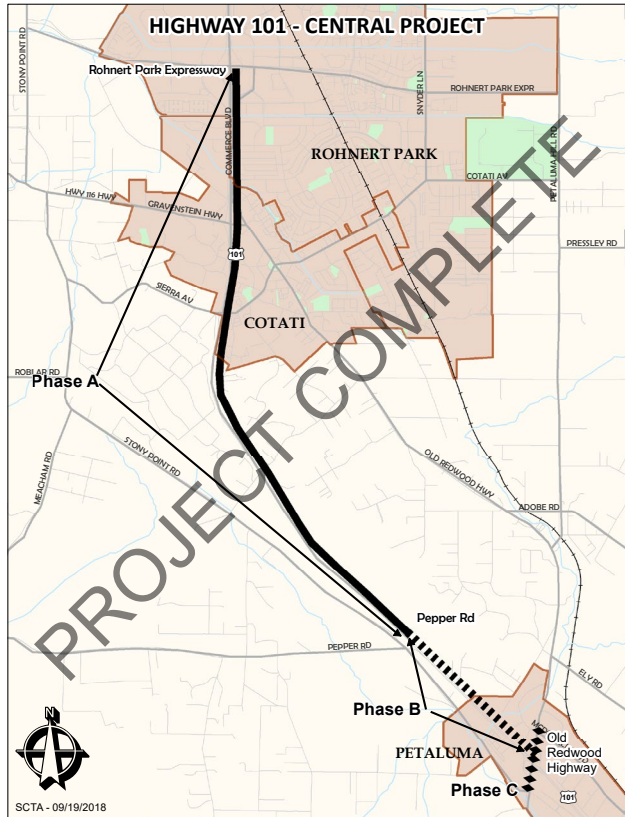
North HOV lanes open; North B Interchange near completion; pre-landscaping, circa 2014.





## CENTRAL

Old Redwood Highway in Petaluma to Rohnert Park Expressway in Rohnert Park



### EXPENDITURE PLAN DESCRIPTION

This project would add one carpool lane in each direction between Petaluma and Rohnert Park and a northbound truck-climbing lane between Petaluma and Cotati. The sales tax dollars will be used to accelerate project engineering, purchase right of way and leverage state and federal revenues to construct the project.

### PROJECT DELIVERY STRATEGY

The Environmental Assessment/Environmental Impact Report (EA/EIR) was completed in August 2007. Due to funding constraints, SCTA initiated a phased strategy to deliver the project. The first phase of the project, Phase A was completed in December 2012 and provided for improvements north of Pepper Road to Rohnert Park Expressway. Due to infeasibility, the northbound truck climbing lane was eliminated as part of the project. Phase B was completed in July of 2013 and provided for completion of the HOV improvements from Old Redwood Highway to just north of Pepper Road. Phase C was completed in June 2016 and provided for the ramp improvements at the Old Redwood Highway Interchange in Petaluma. SCTA combined Phase C with the Measure M — LSP program project to replace the Highway 101 overcrossing bridge at Old Redwood Highway. Phase L will provide for landscaping within the State Highway's right-of-way. SCTA estimates \$29.0 Million in Measure M-101 funds and \$10 Million in Measure M — LSP funds were used to leverage \$102.4 Million in other fund sources. Final expenditure totals will be provided after all phases have been delivered.





## CENTRAL

Old Redwood Highway in Petaluma to Rohnert Park Expressway in Rohnert Park

COMPLETED

### Phase A: Highway 101 High Occupancy Vehicle (HOV) Lanes (north of Pepper to Rohnert Park Expressway)

- Reduce recurrent congestion on Highway 101 by constructing a northbound and southbound HOV lane
- Upgrade existing freeway to current standards by widening shoulders and constructing ramp improvements
- Rehabilitate existing roadway
- Construct auxiliary lanes from Gravenstein Highway (Route 116) to Rohnert Park Expressway
- Install Intelligent Transportation System devices including closed circuit television cameras, changeable message signs, traffic monitoring stations, and a highway advisory radio system
- Construct sound walls in Cotati

#### Phase A Status / Schedule

Construction started in December 2009 and was completed in December 2012.

### Phase B: Highway 101 High Occupancy Vehicle (HOV) Lanes (Old Redwood Highway in Petaluma to north of Pepper Road)

- Reduce recurrent congestion on Highway 101 by constructing a northbound and southbound HOV lane
- Upgrade existing freeway to current standards by widening shoulders
- Rehabilitate existing highway
- Construct northern portion of sound wall from Willow Brook Creek to southbound off-ramp to Old Redwood Highway in Petaluma

#### Phase B Status / Schedule

Construction started in June 2011 and was completed in July 2013.

### Phase C: Old Redwood Highway Interchange in Petaluma

- Replace the Old Redwood Highway overcrossing bridge with a new 4 lane structure — see Old Redwood Highway LSP project
- Reconstruct ramps at Old Redwood Highway, including ramp metering and HOV bypass lanes
- Complete sound wall at southbound off-ramp to Old Redwood Highway in Petaluma

#### Phase C Status / Schedule

Construction started in February 2013 and was completed in June 2016.

### PROJECT DETAILS

#### Phase L: Landscaping

- Provide landscaping throughout the State's Highway right-of-way.

#### Project Status / Schedule

Landscaping is not currently programmed. SCTA is seeking funding opportunities for landscaping along the Highway 101 Corridor.

### FUNDING (IN THOUSANDS)

PHASE	TOTAL	MEASURE M-101	OTHER*	NEED
A	\$84,936	\$17,775	\$67,161	\$0
B	\$18,165	\$1,853	\$16,312	\$0
C	\$38,143	\$9,242	\$28,901	\$0
L	\$4,675	\$0	\$0	\$4,625
<b>TOTALS</b>	<b>\$145,919</b>	<b>\$28,920</b>	<b>\$112,374</b>	<b>\$4,625</b>

\*Other includes State Bond (CMIA & SLPP), STIP (RTIP), \$400K City of Cotati, \$14,292K City of Petaluma and \$10M in Measure M - LSP (Old Red IC).

# MARIN-SONOMA NARROWS (MSN) From State Route 37 in Novato (Marin County) to Old Redwood Highway in Petaluma (Sonoma County)

## EXPENDITURE PLAN DESCRIPTION

This project would add one carpool lane in each direction through Petaluma. It would also improve the on ramps and off ramps, add deceleration and acceleration lanes where warranted, improve safety at numerous access points, rebuild the Petaluma River Bridge and provide traffic congestion relief. The sales tax dollars will be used to accelerate project engineering, purchase right of way, and leverage state and federal revenues to construct the project.

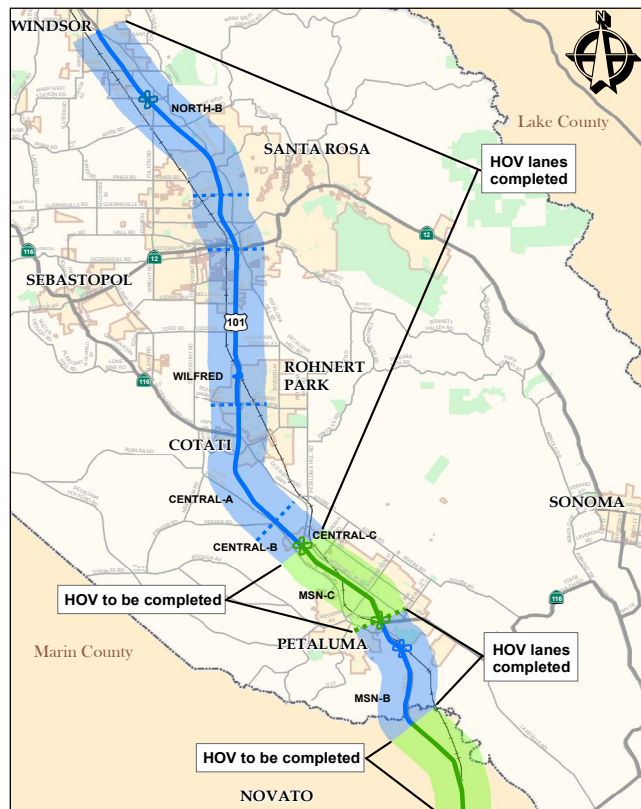
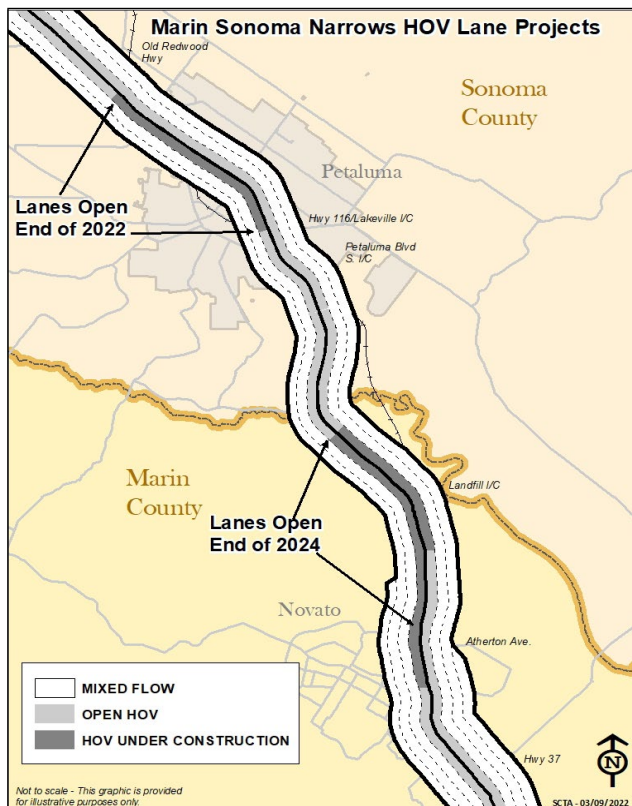
## PROJECT DELIVERY STRATEGY

The Environmental Assessment/Environmental Impact Report covers improvements over a 17 mile long corridor through both Marin and Sonoma Counties. Due to funding constraints, Caltrans, SCTA, and the Transportation Authority of Marin (TAM) have implemented a phased delivery strategy. To accelerate improvements at the East Washington Interchange in Petaluma (Phase C1), a separate Initial Study with Mitigated Negative Declaration was completed in March 2008. The Environmental Assessment/Environmental Impact Report

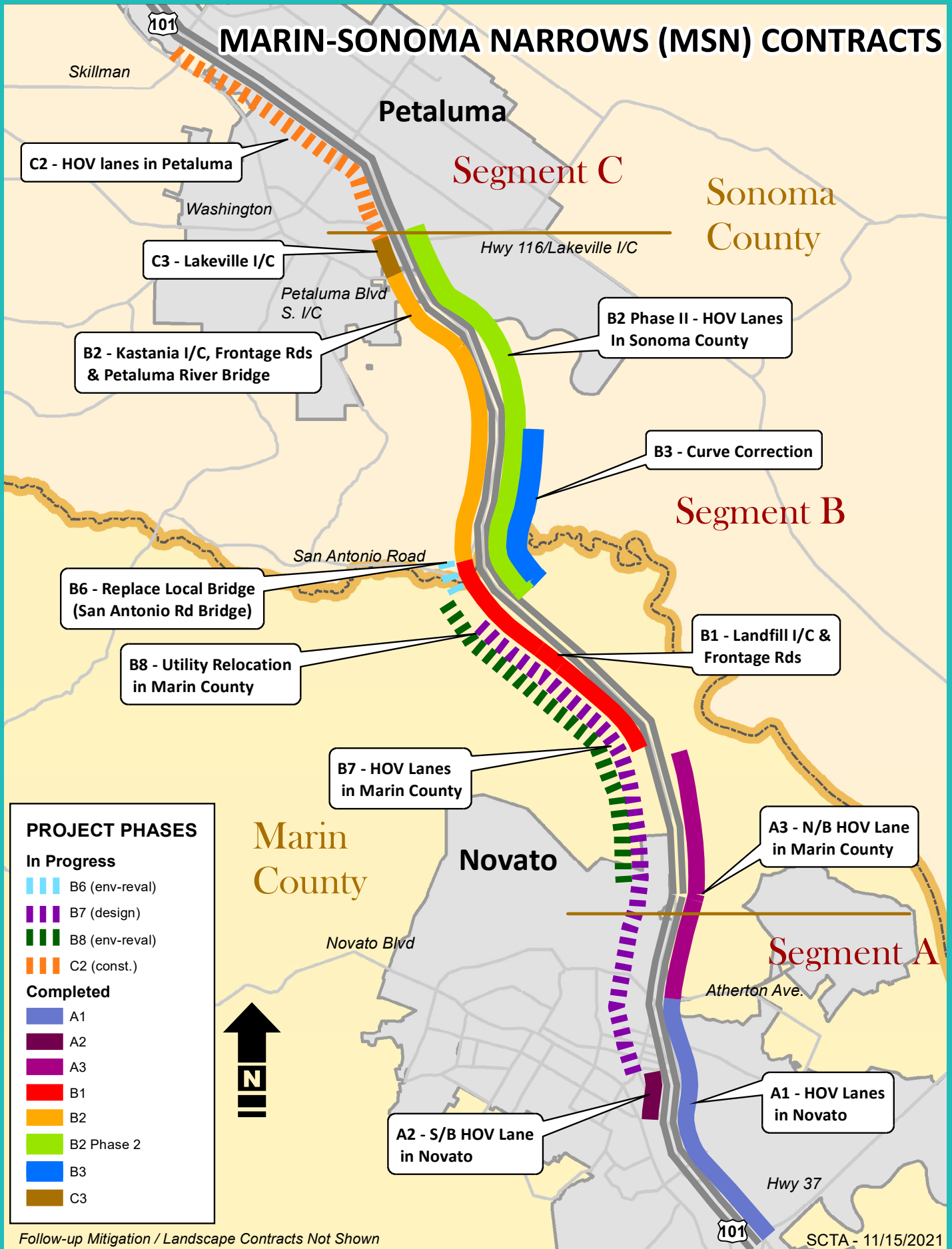
(EA/EIR) for the remainder of the phases was completed in July 2009.

## Phase 1

In 2008, SCTA, Caltrans and the Transportation Authority of Marin (TAM) began a strategy of phasing the MSN project into a series of fundable contracts, in order to leverage available fund sources. Phase 1 initially consisted of Contracts A1, B1, B2, B3, and L1 (see map). The Phase 1 strategy was to upgrade the "Narrows" section (Segment B) of the project to freeway standards, by constructing frontage roads, constructing Class I and II bike/pedestrian paths, relocating utilities, and eliminating uncontrolled access to the highway. The frontage roads are served by two new interchanges at Redwood Landfill (Contract B1) in Marin County and Petaluma Boulevard South (Contract B2) in Sonoma County. Contract B3 corrected the horizontal alignment of Highway 101 at the County Line, and completed the frontage roads and the bicycle path. Phase 1 also provided congestion relief in Marin County by constructing HOV lanes in Novato (Segment A).



# MARIN-SONOMA NARROWS (MSN) CONTRACTS



## MARIN-SONOMA NARROWS (MSN) From State Route 37 in Novato (Marin County) to Old Redwood Highway in Petaluma (Sonoma County)

By continuing the strategy of getting projects construction ready, additional contracts and scope leveraged additional funds and new work was added to the Phase 1 projects. The replacement of the Petaluma River Bridge was added to Contract B2 and Contract C3 replaced the Highway 101 Bridges over Lakeville Highway. Contracts A2 and A3 in Marin County were also added to further extend HOV lanes. Finally, the County Bridge on San Antonio Road was funded by the Federal Highway Bridge Rehabilitation and Replacement (HBRR) program and added to Phase 1. SCTA and TAM are splitting the cost of the L1 Landscaping Contract. The L1 contract in Sonoma, which would plant trees along the limits of the B2/C3 project area is in plant establishment. The L1 sound wall and landscape project in Marin is in plant establishment. In all, \$27.9 Million in Measure M funds were used to leverage \$419 Million in other fund sources for Phase 1 MSN projects.

### Phase 2

All carpool lane projects in Sonoma are fully funded due to the May 2018 programming of SB-1 Solutions for Congested Corridor Program (SCCP) funds by the California Transportation Commission. In Sonoma, Phase 2 projects include Contracts C2 (HOV widening through Petaluma) and B2 Phase 2 (Sonoma Median Widening) project (HOV widening from the County line to Petaluma Boulevard South). The 2014 Strategic Plan used Measure M funds to fully fund the design and right of way phases of the C2 Contract. Federal Funds were used to design the B2 Phase 2 project. The C2 contract is under construction and will be complete late 2023, the B2 Phase 2 project opened HOV lanes in 2019 and was substantially complete in 2020 with plant establishment ongoing through July 2021.

South of the county line, the B7 contract (combined the former A4 and B1 Phase 2 projects), the final link to complete the HOV network in Marin, is fully funded and will begin construction in 2022. An estimated \$8 Million is needed to completely landscape the corridor. When the C2 and B7 projects are complete, there will be a continuous HOV lane from the Richardson Bay Bridge in Marin to Windsor in Sonoma.

*All A Contracts are in Marin County*

### **A1 Contract: Highway 101 High Occupancy Vehicle (HOV) Lanes (Northbound — Route 37 to Atherton Avenue & Southbound Route 37 to Rowland Boulevard in Novato) (Phase 1)**

- Reduce recurrent congestion on Highway 101 by constructing a 4-mile northbound and 1-mile southbound HOV lane
- Upgrade existing freeway to current standards by widening shoulders and ramp improvements

- Install Intelligent Transportation System devices including closed circuit television cameras, changeable message signs, traffic monitoring stations, and a highway advisory radio system
- Construct sound walls in Novato

### **Contract A1 Schedule / Status**

This project started construction in July 2011 and was completed in December 2012.

### **A2 Contract: Highway 101 High Occupancy Vehicle (HOV) Lane (Southbound — Rowland Boulevard to Franklin Avenue Overhead in Novato) (Phase 1)**

- Reduce recurrent congestion on Highway 101 by constructing a 0.4-mile southbound HOV lane
- Widen the Novato Creek Bridge

### **Contract A2 Schedule / Status**

This project started construction in November 2012 and was completed in December 2013.

### **A3 Contract: Highway 101 High Occupancy Vehicle (HOV) Lane (Northbound — Atherton Avenue to 1.6 Miles North of the Novato Overhead) (Phase 1)**

- Reduce recurrent congestion on Highway 101 by constructing a 1.6-mile northbound HOV lane
- Widen the Novato Overhead Bridge

### **Contract A3 Schedule / Status**

This project started construction in September 2012 and was completed in November 2014.

### **B1 Contract: Convert Redwood Landfill Interchange to full, standard interchange with Frontage Roads and Class I and II Bikepath (Phase 1)**

- Widen the existing Redwood Landfill overcrossing bridge
- Construct standard northbound and southbound on and off ramps
- Construct frontage roads with Class II bike lanes
- Construct a Class I multi-use path in Olompali State Park
- Utility relocations (NMWD, PGE, ATT, Verizon)

### **Contract B1 Schedule / Status**

This project started construction in September 2012 and was completed in April 2016.

### **Contract B2: New Petaluma River Bridge & New Petaluma Boulevard South Overcrossing/Interchange with Frontage Roads (Phase 1)**

- Replace the existing Petaluma River bridges with a single structure capable of accommodating HOV lanes

COMPLETED

COMPLETED



COMPLETED

- Correct the vertical profile for sight distance between the new Petaluma Boulevard South Interchange and Route 116(E)
- Widen for future HOV between Petaluma Boulevard South and the south approach to the 116(E) Separation structures
- Construct a new overcrossing bridge at Petaluma Boulevard South
- Construct new northbound and southbound on and off ramps
- Construct frontage roads with Class II bike lanes
- Utility relocations (NMWD, SCWA, PGE, ATT, City Water)

#### **Contract B2 Schedule / Status**

This project started construction in November 2012 and was completed in November of 2017.

#### **B3 Contract: San Antonio Creek Re-alignment (Phase 1)**

- Construct a new highway bridge over San Antonio Creek
- Re-align highway to provide standard curvature
- Convert a portion of existing highway to frontage road with bike lanes
- Construct a Class 1 bike lane connecting Class 2 bike lanes on east and west side frontage roads
- Relocate utilities (NMWD, PG&E, ATT)

#### **Contract B3 Schedule / Status**

This project started construction in March 2016 and was completed in 2019.

#### **B6 Contract: County Bridge Contract – San Antonio Creek County Bridge (Phase 1)**

- Construct a new bridge over San Antonio Creek for San Antonio Road
- Re-align San Antonio Road to connect to the new bridge
- Convert existing San Antonio Bridge to accommodate bicycles

#### **Contract B6 Schedule / Status**

This project is underfunded and scheduled is dependent on funding.

#### **B2 Contract: (Phase 2)**

Construct HOV lanes from south of the County Line to north of the Lakeville Highway Interchange

#### **Contract B2 Phase 2 Schedule / Status**

This project started construction in April 2018. HOV lanes were opened in 2019, the project was completed in 2021.

COMPLETED



Soundwall being constructed along Highway 101 in Petaluma.

#### **B1 Contract: (Phase 2)**

Construct HOV lanes from Segment A to the County line.

#### **Contract B1 Phase 2 Schedule / Status**

This project is fully funded and was combined with the southbound A4 project – now called the B7 project.

#### **B7 Contract (formerly A4 and B1 (Phase 2) (Southbound – Atherton Avenue to Franklin Avenue Overhead) (Phase 2)**

Extend the Southbound HOV lanes from Atherton Avenue to Franklin Avenue Overhead

- Extend Northbound HOV lanes from Segment A to the County line

#### **Contract B7 Schedule / Status**

This project is fully funded. Design will be complete in 2021 and construction will begin in 2022.

#### **C1 Contract: East Washington Interchange (Phase 1)**

- Reconfigure southbound on-ramp from East Washington Street with a new two lane on-ramp with ramp metering and an HOV bypass lane
- Construct a new northbound two lane on-ramp from westbound East Washington Street with ramp metering and an HOV bypass lane
- Widen the terminus of the northbound off ramp from two to four lanes

#### **Contract C1 Schedule / Status**

This project started construction in November 2011 and was completed June 2014.

COMPLETED

## MARIN-SONOMA NARROWS (MSN) From State Route 37 in Novato (Marin County) to Old Redwood Highway in Petaluma (Sonoma County)

### C2 Contract: Petaluma Area HOV Lanes (Phase 1)

- Reduce recurrent congestion on Highway 101 by constructing a northbound and southbound HOV lane
- Upgrade existing freeway to current standards by widening shoulders and ramp improvements
- Replace the Petaluma Overhead Bridge (over SMART)
- Construct northbound Auxiliary Lane between Lakeville Highway and E. Washington Street
- Construct sound walls in Petaluma

#### Contract C2 Schedule / Status

Construction started in October 2019 and will be complete late 2023. This project is the last HOV lane project in Sonoma County on Highway 101 and will complete the HOV system from the Marin/Sonoma county line to Windsor. Lanes will open in late 2022.

### C3 Contract: Hwy 116(E) Separation Structures (Phase 1)

- Replace the northbound Route 116(E) Separation bridge to accommodate future HOV lane
- Widen the existing southbound Route 116(E) Separation bridge to accommodate future HOV lane
- Reconstruct the northbound off-ramp and southbound on-ramp to Route 116(E) and provide an HOV bypass lane and ramp metering equipment.
- Construct a soundwall along the northbound on-ramp from Route 116(E)

#### Contract C3 Schedule / Status

This project started construction in November 2012 and was completed in December 2016.

### L1 Contract: Sonoma — Landscaping (Phase 1)

- Provide tree replacement planting for Contract B2

#### Contract L1 Sonoma Schedule / Status

This project is fully funded and scheduled to start construction in 2017 and be completed in 2021.

### L1 Contract: Marin — Sound Wall & Landscaping (Phase 1)

- Provide tree replacement planting in Segment A
- Construct Sound Wall in Marin County at Orange Avenue.

#### Contract L1 Marin Schedule / Status

This project was completed.

### L2 Contract: Landscaping (Phase 2)

- Provide remaining tree replacement planting for the corridor
- Provide landscaping for the corridor

### Contract L2 Schedule / Status

This project has no funding at this time. SCTA, Caltrans and TAM are seeking funding opportunities.

### MARIN SONOMA NARROWS (MSN) PROJECT FUNDING (IN THOUSANDS)

PHASE	TOTAL	MEASURE M-101	OTHER*	NEED
A1	\$47,977	\$0	\$47,977	\$0
A2	\$3,946	\$0	\$3,946	\$0
A3	\$18,053	\$0	\$18,053	\$0
B1	\$86,575	\$0	\$86,575	\$0
B2	\$141,396	\$24,285	\$117,111	\$0
B3	\$86,442	\$291	\$86,151	\$0
County Br (B6)	\$16,632	\$0	\$8,199	\$8,433
C1	\$18,160	\$2,343	\$15,817	\$0
C2	\$123,120	\$27,144	\$95,976	\$0
C3	\$31,751	\$1,022	\$30,729	\$0
B2-P2	\$41,543	\$15,681	\$25,862	\$0
B7	\$135,666	\$0	\$135,666	\$0
B8	\$7,851	\$0	\$7,851	\$0
L1-SON	\$995	\$0	\$995	\$0
L1/SW-MRN	\$4,264	\$0	\$4,264	\$0
L2-P2	\$9,949	\$0	\$0	\$9,949
<b>TOTALS</b>	<b>\$774,320</b>	<b>\$70,766</b>	<b>\$685,172</b>	<b>\$18,382</b>

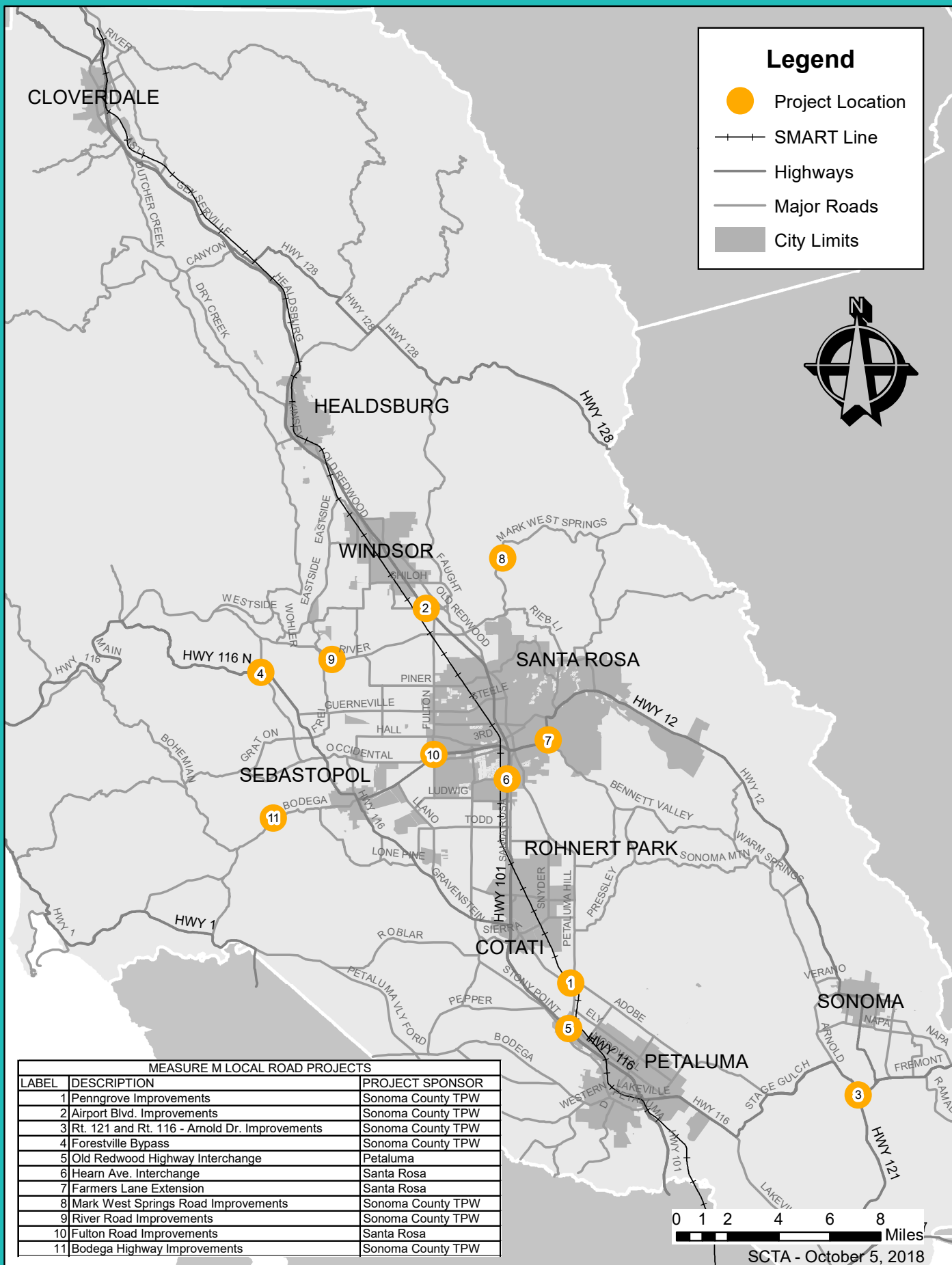
\*Other includes Federal, State Bond (TCIF, CMIA & SLPP), STIP (RTIP & ITIP), TCRP, SB-1 (SCCP & LPP) and City of Petaluma funding



PENNGROVE  
AIRPORT BLVD  
ROUTE 116/121/ARNOLD DRIVE  
FORESTVILLE BYPASS  
OLD REDWOOD HIGHWAY I/C  
HEARN AVENUE I/C  
FARMERS LANE EXT  
MARK WEST SPRINGS ROAD  
RIVER ROAD  
FULTON ROAD  
BODEGA HIGHWAY

# Local Street Projects











## PENNGROVE AREA & RAILROAD AVENUE IMPROVEMENTS

### EXPENDITURE PLAN DESCRIPTION

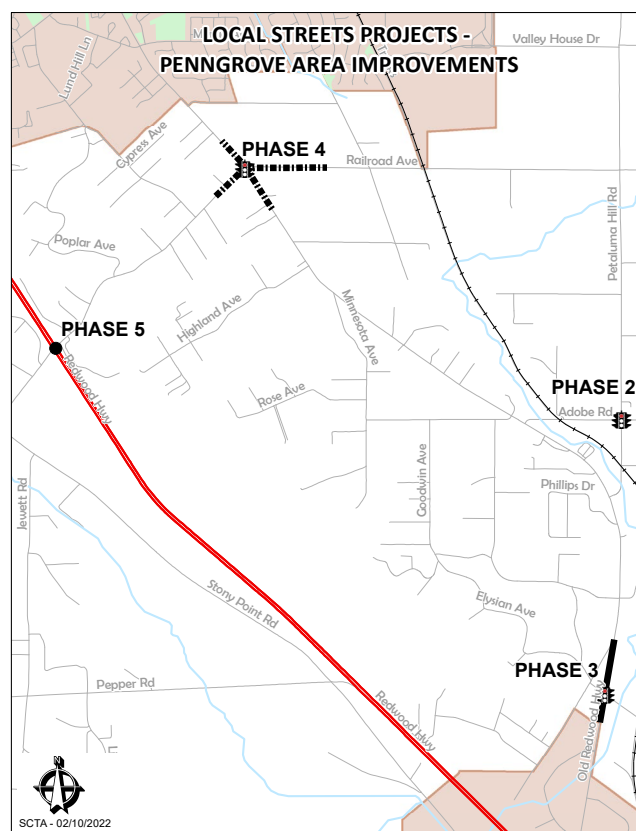
Reduce traffic congestion in and around the town of Penngrove. Provide access to Highway 101 at Railroad Avenue Interchange.

### PROJECT DETAILS

The County has implemented a phased delivery schedule for the Penngrove Improvements as detailed below.

#### Phase 0: Origin/Destination Study and Traffic Operational Studies

The first phase of this project entailed updating traffic volumes and determining origin and destination of those vehicles traveling through the community of Penngrove. The origin/destination (O/D) study report has been completed. Such information could be used to develop a cost sharing formula for surrounding “contributing” jurisdictions. The next step is to conduct a traffic operational study.



### PROJECT STATUS / SCHEDULE

The Origin/Destination Study was completed in 2008.

Traffic operational studies will begin in 2022.

#### Phase 1: Intersection Improvements at Adobe Road and Main Street

The project includes installation of a dedicated left turn lane on Main Street for vehicles turning on to the west bound lane of Adobe Road and installation of a dedicated right turn lane and acceleration lane for vehicles turning onto northbound Petaluma Hill Road. Main Street, Adobe Road and Petaluma Hill Road will be widened as needed and any additional right of way acquired. The project incorporates pedestrian and bicycle enhancements at the intersection.

#### Project Status / Schedule

Environmental studies and design began in 2022.

Construction is anticipated to begin in 2025.

#### Phase 2: Interchange Improvements at Highway 101 and Railroad Ave

The project includes constructing a northbound onramp, southbound onramp, and southbound offramp to complete the existing partial interchange of Highway 101 and Railroad Avenue.

#### Project Status / Schedule

No work has started on this project.

#### Phase 3: Intersection Improvements at Old Redwood Hwy N. and Goodwin/Ely Rd

The project includes signaling the intersection of Old Redwood Highway North and Goodwin/Ely Road. The project will add ADA ramps and landings, install crosswalks, include pedestrian phases as part of the intersection controls, and maintain bike lanes.

#### Project Status / Schedule

Environmental studies will begin in 2023.

#### Phase 4: Intersection Improvements at Old Redwood Hwy N. and Railroad Ave

The project includes realigning and signaling the intersection of Old Redwood Highway North and Railroad Avenue. The project will add ADA ramps and landings, install crosswalks, include pedestrian phases as part of the intersection controls, and maintain bike lanes.

#### Project Status / Schedule

Environmental studies will begin in 2023.

COMPLETED



## PENNGROVE AREA & RAILROAD AVENUE IMPROVEMENTS

### PROJECT FUNDING (IN THOUSANDS)

Phase	TOTAL	MEASURE M — LSP	Other	NEED
0	\$700	\$200	\$500	\$0
1	\$4,000	\$750	\$1,070	\$2,180
2	\$50,000	\$1000	\$0	\$49,000
3	\$2,800	\$0	\$550	\$2,250
4	\$5,500	\$0	\$750	\$4,750
<b>TOTALS</b>	<b>\$63,000</b>	<b>\$1,950</b>	<b>\$2,870</b>	<b>\$58,180</b>

\*OTHER includes Rohnert Park Mitigation Fees and County fund sources.

### MEASURE M PROGRAMMING CAPACITY

A total of \$1.95 million of the \$19 million in Measure M — LSP identified in the Measure M Expenditure Plan has been programmed (\$17.05 Million remaining).

### PROJECT SPONSOR

County of Sonoma Department of Transportation and Public Works

### STAKEHOLDERS

Penngrove  
Cotati  
Rohnert Park  
Santa Rosa  
Petaluma  
Caltrans



# AIRPORT BOULEVARD IMPROVEMENTS AND AIRPORT BOULEVARD INTERCHANGE

## EXPENDITURE PLAN DESCRIPTION

This project will signalize and widen Airport Boulevard from the Sonoma County Airport over Highway 101 to Old Redwood Highway. The project will also extend Brickway Boulevard from Laughlin Road to River Road as a congestion relief measure for the Airport Boulevard interchange.

## PROJECT DETAILS

The County implemented a phased delivery schedule for the Airport Boulevard project as detailed below.

### **Phase 1: Widen Airport Boulevard to five lanes from the Sonoma County Airport (Ordinance Road) to Aviation Boulevard**

#### *Project Status/Schedule*

The construction schedule is to be determined, dependent on securing funding.

### **Phase 1A: Widen Airport to seven lanes between Aviation Boulevard and Highway 101, including signalizing Aviation Boulevard intersection**

#### *Project Status/Schedule*

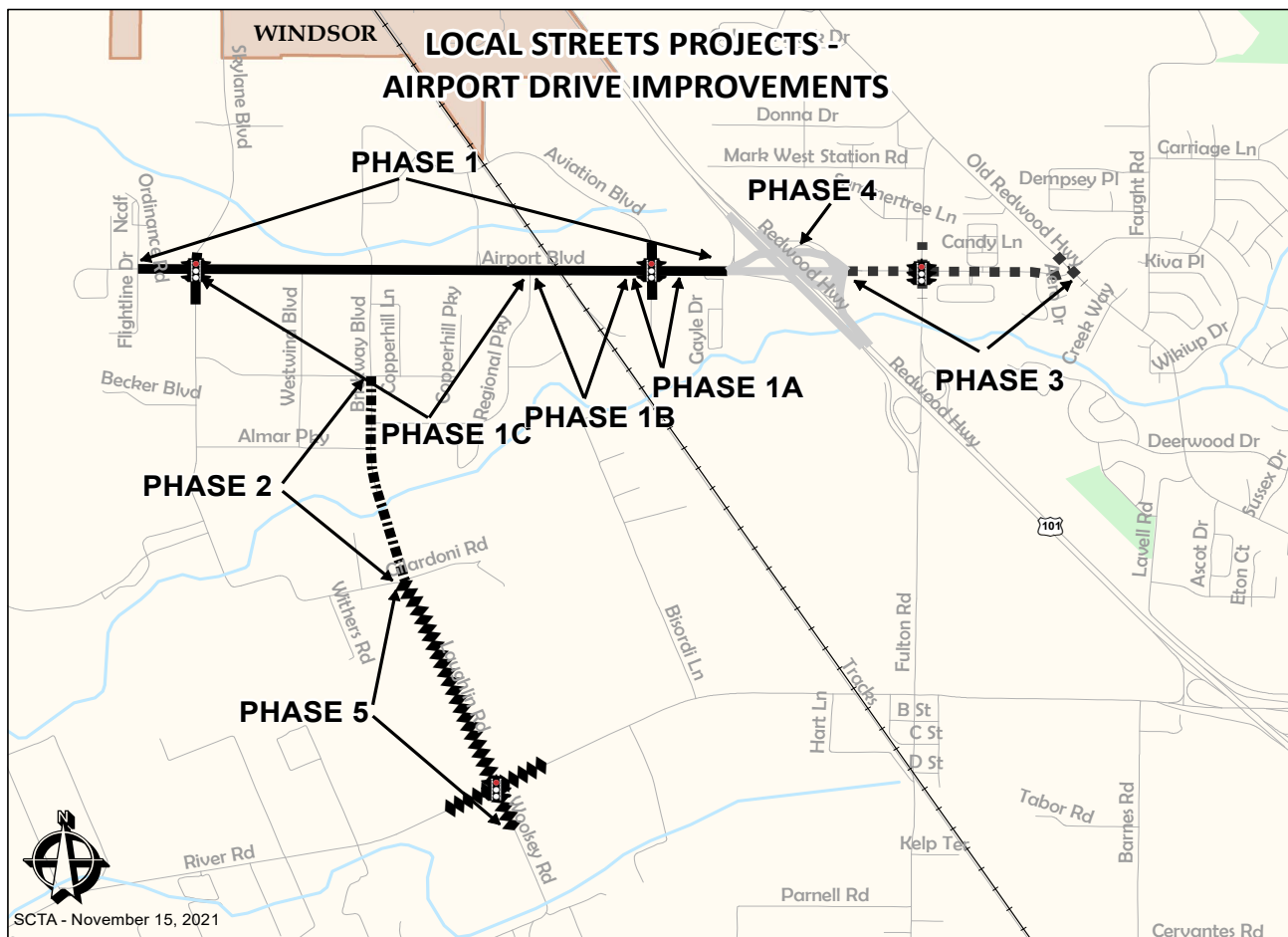
This project completed construction in 2008.

### **Phase 1B: Widen Airport to five lanes between Aviation Boulevard and Regional Parkway**

#### *Project Status/Schedule*

This project largely completed construction in 2021, with one sidewalk segment delayed due to right of way negotiations.

COMPLETED



## AIRPORT BOULEVARD IMPROVEMENTS AND AIRPORT BOULEVARD INTERCHANGE

### Phase 1C: Widen Airport Boulevard between Regional Parkway and Laughlin Road

#### Project Status/Schedule

Schedule is to be determined, dependent upon securing funding.

### Phase 1D: Intersection Improvements Airport Boulevard at N. Laughlin/Skylane Blvd and widen Airport Blvd between Laughlin Road and Ordinance Road

#### Project Status/Schedule

Schedule is to be determined, dependent upon securing funding.

### Phase 2: Extend Brickway Boulevard south, including construction of a new bridge over Mark West Creek

#### Project Status/Schedule

Funding for preliminary engineering and environmental phases was identified in 2013 and design work was underway. Due to inadequate funding and federally ineligible expenditure this project is on hold indefinitely.

### Phase 3: Widen Airport Boulevard to three lanes from Highway 101 to Old Redwood Highway, including the signalization of the Fulton Road intersection

#### Project Status/Schedule

This project completed construction in April 2013.

### Phase 4: Construct a new five lane Airport Boulevard overcrossing and interchange at Highway 101 (see Hwy 101 Project 2 — North B for a more detailed description)

#### Project Status/Schedule

This project completed construction in August 2015.

### Phase 4A: Landscaping for Airport Boulevard Overcrossing and Interchange at Highway 101

#### Project Status/Schedule

The landscaping has been installed and the plant establishment phase was completed in 2021.

### Phase 5: Widen Laughlin Road from Brickway to River Road, including intersection improvements at River Road

Scoping is complete and the Environmental and Design work commenced in 2013. Due to inadequate funding and federally ineligible expenditures this project is on hold indefinitely.

PHASE	TOTAL	MEASURE M — LSP	OTHER*	NEED
1	\$2,184	\$84	\$2,100	\$0
1A	\$996	\$496	\$500	\$0
1B	\$4,547	\$2,047	\$2,500	\$0
1C	\$15,000	\$1,000	\$2,000	\$12,000
1D	\$6,400	\$500	\$500	\$5,400
2	\$15,545	\$0	\$0	\$15,545
3	\$2,115	\$650	\$1,465	\$0
4	\$54,933	\$8,959	\$45,974	\$0
4A	\$1,314	\$1,264	\$50	\$0
5	\$15,645	\$0	\$0	\$15,645
<b>TOTALS</b>	<b>\$118,679</b>	<b>\$15,000</b>	<b>\$55,089</b>	<b>\$48,590</b>

\*OTHER includes State Bond (CMIA & SLPP accounts), Measure M-101, and County fund sources.

### MEASURE M PROGRAMMING CAPACITY

All \$15 Million of Measure M — LSP identified in the Measure M Expenditure Plan has been programmed.

### PROJECT SPONSORS

County of Sonoma Department of Transportation & Public Works

Sonoma County Transportation Authority (Phase 4)

### STAKEHOLDERS

City of Santa Rosa

Town of Windsor

Sonoma County Airport

Sonoma County (unincorporated)

COMPLETED



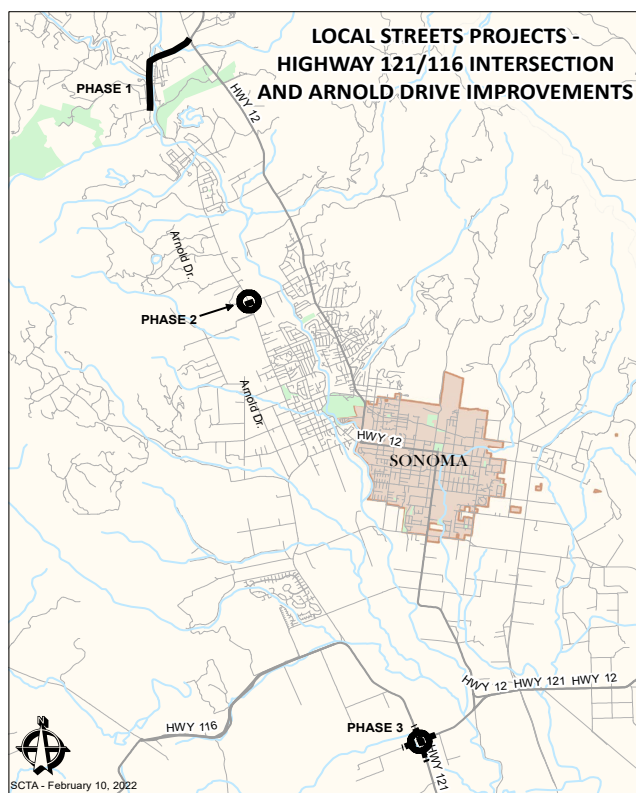
## HIGHWAY 121/116 INTERSECTION IMPROVEMENTS & ARNOLD DRIVE IMPROVEMENTS

### EXPENDITURE PLAN DESCRIPTION:

This project would remove a right turn lane and install a traffic signal or roundabout at the intersection of Highway 121 and 116. The project would relocate the park and ride lot, replace the Yellow Creek Bridge as part of the signal project, and widen the roadway to allow for turn lanes into and out of existing commercial uses. The capacity of the park and ride lot would be increased from 47 spaces to approximately 94 spaces. The Arnold Drive improvements would include adding traffic signals or roundabouts, shoulder widenings, and center turn lanes at various locations. This project is both a congestion relief and safety project.

### PROJECT DETAILS:

There are two distinct elements to this project, the improvements at various locations along Arnold Drive, which were constructed in phases 1 & 2, and the improvements at the intersection of Hwy 121/116 (Phase 3). Phase 3 requires coordination and approval from Caltrans as the owner of the facility. SCTA is serving as the sponsor for Phase 3. The County of Sonoma was the lead on the other two phases.



### Phase 1: Widen shoulders on Arnold Drive from just south of Glen Ellen to north of Hill Road

#### Project Status/Schedule

Construction was completed in July 2012.

### Phase 2: Replace the existing stopped controlled intersection at Arnold Drive and Agua Caliente Road with a new roundabout

#### Project Status/Schedule

Construction was completed in January 2014.

### Phase 3: Replace the existing stopped controlled intersection at Hwy 116 and Hwy 121 with a signalized intersection or a roundabout

#### Project Status/Schedule

The Project Study Report was completed in September 2013. The Environmental Documentation for compliance with the National Environmental Protection Act / California Environmental Quality Act (NEPA/CEQA) and project approval were completed in April 2018. Design is substantially complete and right of way acquisitions are underway. The current cost estimate for this project is \$25 million. The Right-of-Way and Construction phases were selected for funding in the 2020 State Highway Operations and Protection Program (SHOPP) and are programmed in FY 2022/23.

### FUNDING (IN THOUSANDS)

PHASE	TOTAL	MEASURE M-LSP	OTHER*	NEED
1	\$660	\$330	\$330	\$0
2	\$2,300	\$650	\$1,650	\$0
3	\$25,039	\$6,020	\$19,019	\$0
<b>TOTALS</b>	<b>27,999</b>	<b>\$7,000</b>	<b>\$20,999</b>	<b>\$0</b>

\*OTHER includes State Bond and County fund sources.

### MEASURE M PROGRAMMING CAPACITY

All of the \$7 Million in Measure M — LSP identified in the Measure M Expenditure Plan have been programmed. The County and SCTA have agreed to proportion the \$7 Million in total capacity with \$6.02 Million going towards Phase 3 and the remaining \$980,000 towards the other phases.

### PROJECT SPONSORS

Phases 1 & 2 — County of Sonoma Department of Transportation and Public Works

Phase 3 — Sonoma County Transportation Authority

### STAKEHOLDERS

City of Sonoma

Sonoma County (unincorporated)

Caltrans

COMPLETED

## FORESTVILLE BYPASS

### EXPENDITURE PLAN DESCRIPTION

The project would realign an “S” curve on Highway 116 and construct channelization widening and signalization or roundabouts at the intersections of Highway 116/Packing House and Highway 116/Mirabel. The project would relieve congestion through downtown Forestville and improve safety.

### ADDITIONAL PROJECT DETAILS

The County has revised its original delivery schedule for the Forestville project as detailed below.

**Phase 1 — Reconstruct State Route 116 between Mirabel Road westerly to Hidden Lake Road, including construction of a roundabout at the intersection of SR 116 and Mirabel Road**

#### *Project Status/Schedule*

The preliminary engineering and environmental phases of the project are substantially complete. Right of Way acquisition was delayed by litigation, which has since been resolved, however, right-of-way acquisition and utility relocation is currently on hold pending funding. The construction schedule is to be determined, dependent on securing funding.

**Phase 2 — Construct a State Route 116 Bypass from Forestville, from Mirabel Road to Packing House Road, including a signal or roundabout at Packing House Road**

#### *Project Status/Schedule*

Some preliminary environmental studies and right-of-way acquisition has occurred. Due to inadequate funding and local opposition this project is on hold indefinitely.

**Phase 3 — Improvements in and around Forestville**

#### *Highway 116 (Front Street) at Mirabel Road*

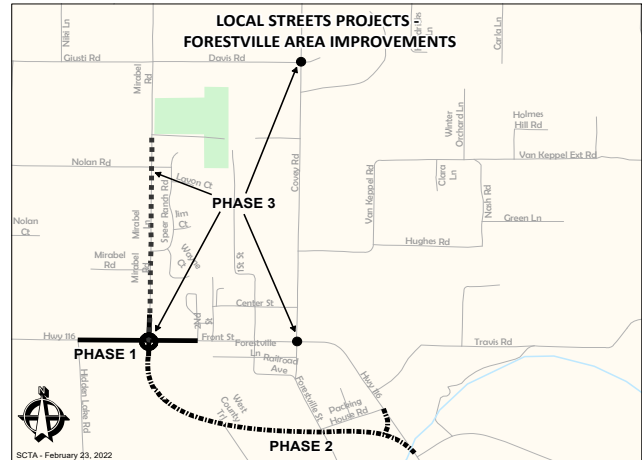
This project will modify the intersection of Highway 116 at Mirabel Road by providing enhancements for the uncontrolled pedestrian crosswalks. Sidewalk will be realigned, gaps in sidewalk completed and sidewalk ramps will be replaced to meet ADA compliance. A Class I path connection will be constructed from Forestville Youth Park to Front Street. Class II bike lane will be installed on Mirabel Road from Front Street to Davis Road (eastside only).

#### *Highway 116 (Front Street) at Covey Road*

Intersection improvements at Front Street and Covey Road by providing enhancements for the uncontrolled pedestrian crosswalks.

#### *Covey Road at Davis Rd*

Safe Routes to School intersection enhancement at the intersection of Covey Road and Davis Road for students traveling to El Molino High School.



Sonoma County Transportation and Public Works will include outreach to the community and stakeholders for input.

### PROJECT STATUS/SCHEDULE

The environmental phase is expected to begin in 2022.

### FUNDING

PHASE	TOTAL	MEASURE M — LSP	COUNTY	NEED
1	\$14,752	\$0	\$7,752	\$7,000
2	TBD	\$0	\$0	TBD
3	\$4,500	\$2,000	\$2,000	\$500

### MEASURE M PROGRAMMING CAPACITY

The County has programmed all \$2 Million of the project's Measure M — LSP funding identified in the Measure M Expenditure Plan for Phase 3 work

### PROJECT SPONSOR

County of Sonoma Department of Transportation and Public Works

### STAKEHOLDERS

Town of Forestville

County of Sonoma

## OLD REDWOOD HIGHWAY INTERCHANGE IN PETALUMA

### EXPENDITURE PLAN DESCRIPTION

This project will construct a replacement interchange for the Old Redwood Highway/101 interchange with wider ramps, wider over-crossing, and improved signalization. This project is both a safety and congestion relief project.

### PROJECT DETAILS

This project upgrades the Old Redwood Highway/101 interchange in Petaluma to meet current design standards and current and future traffic requirements. The interchange modification includes replacing the existing Old Redwood Highway Overcrossing with a new four lane bridge with bicycle lanes and sidewalks on both sides and enhanced signalization at the intersections. The on and off ramps are realigned and widened to include High Occupancy Vehicle (HOV) bypass lanes, California Highway Patrol (CHP) enforcement areas, and ramp metering. This project is also referred to as the Central C project in the Highway 101 program since it has both Highway 101 funds and Local Street Project funds included in the project budget.

### PROJECT STATUS / SCHEDULE

Construction started in February 2013 and was completed in June 2016. Mitigation monitoring and final right of way mapping was completed in 2021. Project closeout is expected in 2022. For more information see the Highway 101 Central programming information sheet.

### MEASURE M PROGRAMMING CAPACITY

The City of Petaluma has programmed all \$10 Million in Measure M — LSP funds identified in the Measure M Expenditure Plan.

### FUNDING (IN THOUSANDS):

TOTAL	MEASURE M — LSP	OTHER*	NEED
\$38,143	\$10,000	\$28,143	\$0

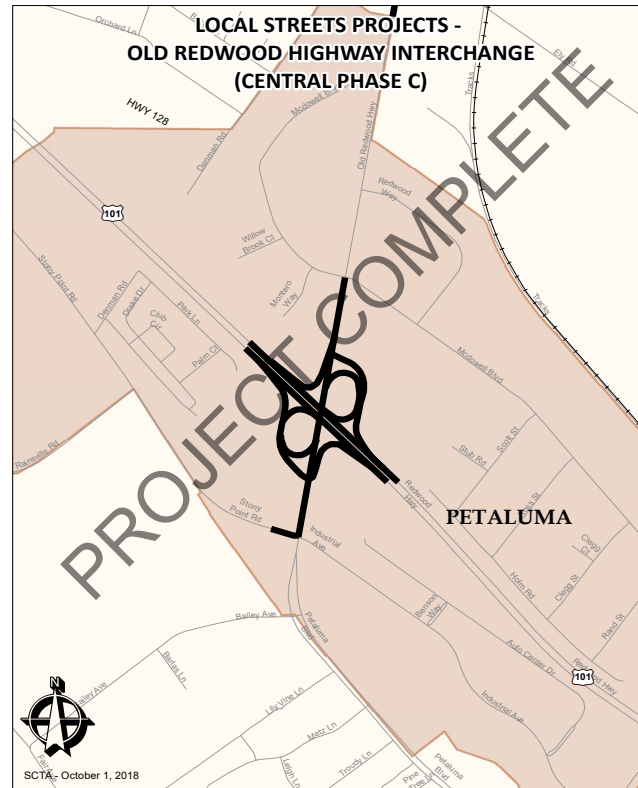
\*OTHER includes Measure M 101, State Bond (SLPP), and City fund sources.

### PROJECT SPONSORS:

City of Petaluma  
SCTA

### STAKEHOLDERS:

City of Penngrove  
Sonoma County (unincorporated)  
City of Petaluma  
Caltrans





## HEARN AVENUE INTERCHANGE IMPROVEMENTS IN SANTA ROSA

### EXPENDITURE PLAN DESCRIPTION

This project would widen the Hearn Avenue Bridge, add turn lanes and widen the Santa Rosa Avenue approaches to the Hearn Interchange, realign the ramps on the west side of the interchange, and widen Hearn Avenue near Dutton Ave.

### PROJECT DETAILS

The City of Santa Rosa implemented a phased delivery schedule for the Hearn Avenue Interchange project as detailed below.

#### Phase 1: Widen Santa Rosa Avenue approaches to the Hearn Avenue Interchange, including the addition of turn lanes, bike lanes, sidewalks, and intelligent transportation system components

##### Project Status/Schedule

Construction was completed in 2014.

#### Phase 2: Widen Hearn Avenue from the Highway 101 Overcrossing to Dutton Avenue, including the addition of bike lanes

##### Project Status/Schedule

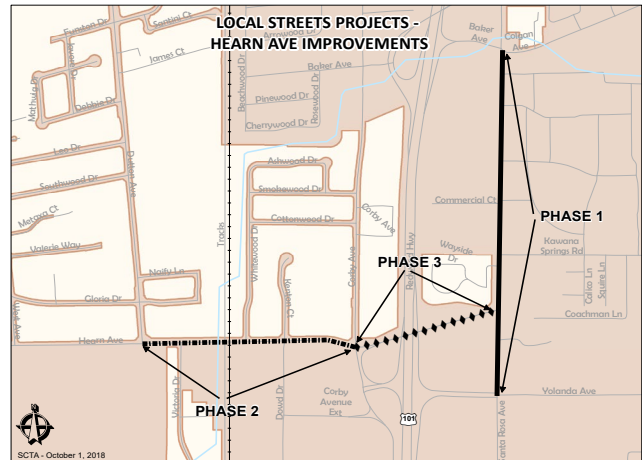
Construction was completed in early 2011.

#### Phase 3: Reconstruct the Hearn Avenue Overcrossing and Interchange at Highway 101, including the addition of turn lanes, bike lanes, and sidewalks

Reconstruct the existing Hearn Avenue Interchange at US 101 to address safety, regional and local traffic operations. The new overcrossing would have four through travel lanes, two lanes in each direction, center median and left turn lanes. The project will construct bicycle and pedestrian facilities (including a multi-use pathway running from Santa Rosa Avenue to the SMART multi-use pathway). The new overcrossing will provide adequate width for emergency response vehicles to pass through unimpeded, even during peak periods.

##### Project Status/Schedule

The Project Study Report (PSR) was completed with Caltrans in 2013. Environmental work was completed in December 2016. Right-of-Way acquisition and Design are substantially complete. This project is not fully funded for the construction phase.



### FUNDING (IN THOUSANDS)

PHASE	TOTAL	MEASURE M – LSP	CITY	NEED
1	\$8,042	\$1,300	\$6,742	\$0
2	\$1,825	\$500	\$1,325	\$0
3	\$37,850	\$17,200	\$7,650	\$13,000
<b>TOTALS</b>	<b>\$47,717</b>	<b>\$19,000</b>	<b>\$15,717</b>	<b>\$13,000</b>

### MEASURE M PROGRAMMING CAPACITY

The City of Santa Rosa has programmed all \$9 Million of the project's Measure M – LSP funding identified in the Measure M Expenditure Plan. The SCTA has agreed in concept, by separate action, to provide an additional \$10M in LSP funding to the project should grant funding for the remainder be secured. The current construction cost estimate is \$32.450M. The city will also be submitting another application requesting \$6.0 M from the RAISE grant program.

### PROJECT SPONSOR

City of Santa Rosa

### STAKEHOLDERS

City of Santa Rosa  
Caltrans

## FARMERS LANE EXTENSION

### EXPENDITURE PLAN DESCRIPTION

This project will construct a new street carrying regional and local traffic from the intersection of Bennett Valley Road and Farmers Lane, in Santa Rosa, to Petaluma Hill Road at Yolanda Avenue, a distance of approximately two miles.

### PROJECT DETAILS

With the addition of the new street, Farmers Lane Extension will reduce delays and associated air pollution, decrease traffic volumes on neighborhood streets and provide a connection for bicycle traffic from Petaluma Hill Road to northeastern Santa Rosa. The project will include sidewalks, bike lanes/ class IV separated bike facility, transit route and serve as an evacuation route. It will also serve both regional and local traffic accessing the Sonoma County Fairgrounds and shopping areas. Based on funding availability, the project could be constructed in phases from Bennett Valley Road to Kawana Springs Road (Phase I), and Kawana Springs Road to Yolanda Avenue (Phase 2).

### PROJECT STATUS / SCHEDULE

The Environmental phase is complete for the entire project. Design and Right-of-way are near completion, but there is a shortfall in funds available for construction. It is anticipated that the environmental document will need to be amended. Due to the construction funding shortfall, work on Farmers Lane was suspended. Construction of a housing development within the western half of phase 2 started in late 2017 and continues into 2022. All work on the housing development proceeded without measure funds.

### FUNDING (IN THOUSANDS)

TOTAL	MEASURE M—LSP	CITY	NEED
\$47,461	\$437	\$11,424	\$35,600

### MEASURE M PROGRAMMING CAPACITY

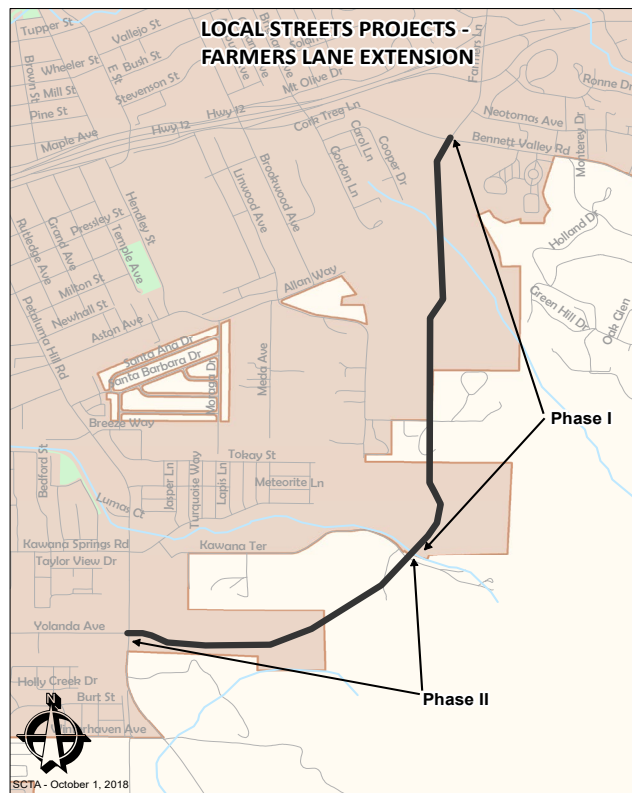
The City of Santa Rosa has programmed \$437K of the \$10 Million in Measure M — LSP funds identified in the Measure M Expenditure Plan (\$9,563K remaining).

### PROJECT SPONSOR

City of Santa Rosa

### STAKEHOLDERS

Penngrove  
Cotati  
Rohnert Park  
Santa Rosa  
Petaluma



## MARK WEST SPRINGS ROAD IN NORTHEAST SONOMA COUNTY

### EXPENDITURE PLAN DESCRIPTION

This project would add shoulders and turn pockets at various locations on Mark West Springs Road.

### ADDITIONAL PROJECT DETAILS

The County has revised a delivery schedule for the Mark West Springs Road project as detailed below.

#### Phase 1: Old Redwood Highway to Ursuline Road

This project consists of constructing shoulders, curb and gutter on Mark West Springs Road, between Old Redwood Highway and Ursuline Road. In addition, the project will construct sidewalk to provide a safe route to school for children and enhance pedestrian access to local businesses in the Mark West/Wikiup neighborhoods.

#### Project Status/Schedule

Environmental, design and right of way phases have been initiated. Construction funds are as yet unidentified.

### FUNDING (IN THOUSANDS)

TOTAL	MEASURE M—LSP	COUNTY	NEED
\$2,285	\$1,000	\$285	\$1,000

### MEASURE M PROGRAMMING CAPACITY

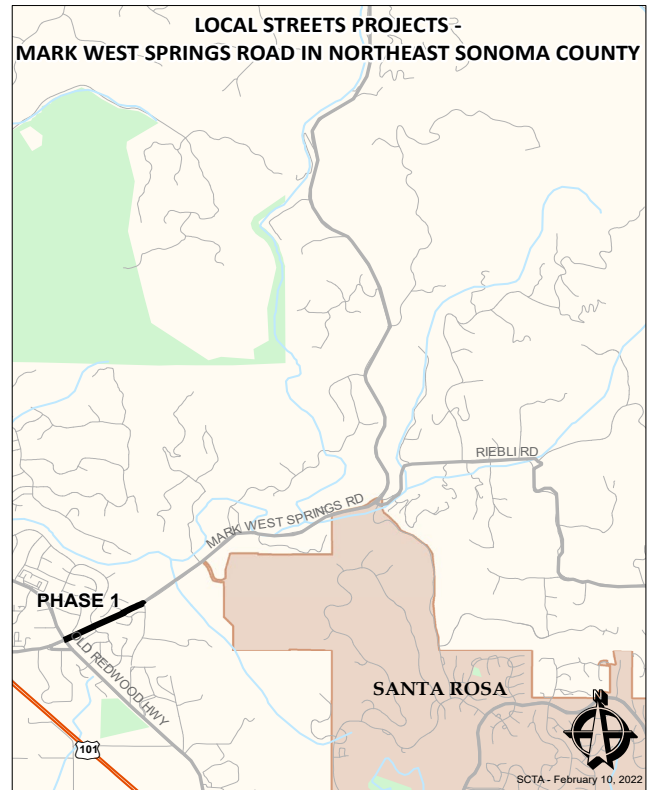
All of the \$1 Million of Measure M LSP funds have been programmed to this project.

### PROJECT SPONSOR

County of Sonoma Department of Transportation and Public Works

### STAKEHOLDERS

Sonoma County (unincorporated)  
City of Santa Rosa  
Larkfield





## RIVER ROAD IMPROVEMENTS

### EXPENDITURE PLAN DESCRIPTION

This project would straighten a curve west of Mirabel Road, add shoulders, and add turn lane pockets on River Road.

### PROJECT DETAILS

This project proposes to widen River Road constructing left turn lanes at Argonne Way and at Trenton Road/Steelhead Beach Park. The total length of the project on River Road is 0.4 miles. This is a capacity increasing and safety project.

### PROJECT STATUS / SCHEDULE

This project schedule is currently not defined.

### FUNDING (IN THOUSANDS)

TOTAL	MEASURE M—LSP	COUNTY	NEED
\$2,000	\$0	\$0	\$2,000

### MEASURE M PROGRAMMING CAPACITY

No Measure M—LSP funds have been programmed for this project. The project has \$1 Million in Measure M funds identified in the Measure M Expenditure Plan.

### PROJECT SPONSOR

County of Sonoma Department of Transportation and Public Works

### STAKEHOLDERS

Sonoma County (unincorporated)  
Forestville



## FULTON ROAD IMPROVEMENTS AND FULTON ROAD INTERCHANGE AT ROUTE 12

### EXPENDITURE PLAN DESCRIPTION

This project would add turn lanes and one through lane in each direction on Fulton Road and would build an interchange at Highway 12 and Fulton Road.

### PROJECT DETAILS

The City of Santa Rosa has implemented a phased delivery schedule for the Fulton Road Improvements as detailed below.

#### Phase 1: Widen Fulton Road

Fulton Road Improvements Phase 1 will widen and reconstruct existing pavement, add Class II bicycle lanes, curb and gutter, ADA ramps, stormwater treatment facilities, landscaping, streetlights, bus stops and a HAWK for a distance of approximately one mile on the southerly segment between Guerneville Road and Piner Road. This segment will connect to the completed section between Piner Road and Wood Road.

#### Project Status/Schedule

Phase 1 is fully funded. Construction from Wood Road to Piner Road was completed in 2008 with City funds. Environmental documentation for Fulton Road between Piner Road and Guerneville Road was completed in 2017. Final design and Right of Way acquisitions were completed in 2021. Construction is scheduled to begin in Spring/Summer 2022.

#### Phase 2: Convert the existing signalized intersection of Fulton Road and Hwy 12 into a full interchange.

#### Project Status/Schedule

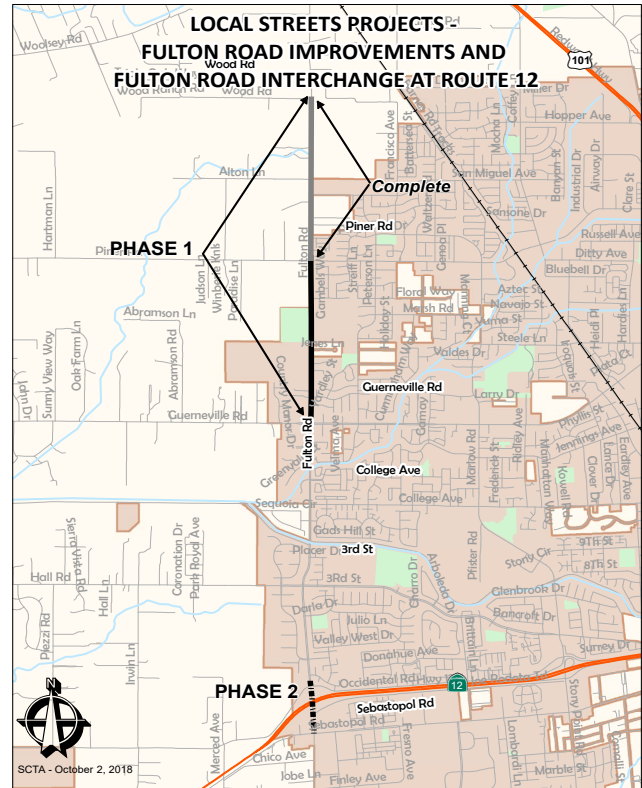
Work has not begun on the interchange project.

### FUNDING (IN THOUSANDS)

PHASE	TOTAL	MEASURE M—LSP	CITY	NEED
1	\$21,696	\$8,700	\$12,996	\$0
2	\$50,000	\$500	\$0	\$49,500
<b>TOTALS</b>	<b>\$71,696</b>	<b>\$9,200</b>	<b>\$12,996</b>	<b>\$49,500</b>

### MEASURE M PROGRAMMING CAPACITY

The City of Santa Rosa has programmed \$8.7 Million of the \$19 Million in Measure M — LSP funds identified in the Measure M Expenditure Plan. An additional \$500,000 has been programmed to do a feasibility study of the Phase 2 improvements (\$9.8 Million remaining).



### PROJECT SPONSORS

City of Santa Rosa

### STAKEHOLDERS

Sonoma County (Unincorporated)

Santa Rosa

Sebastopol

## BODEGA HIGHWAY IMPROVEMENTS WEST OF SEBASTOPOL

### EXPENDITURE PLAN DESCRIPTION

This project would straighten curves near Occidental and add turn pockets where needed. This is a safety project.

### PROJECT STATUS / SCHEDULE

Project details and schedule have yet to be developed.

### STAKEHOLDERS

Sebastopol  
Sonoma County (unincorporated)  
Occidental  
Freestone

### FUNDING (IN THOUSANDS)

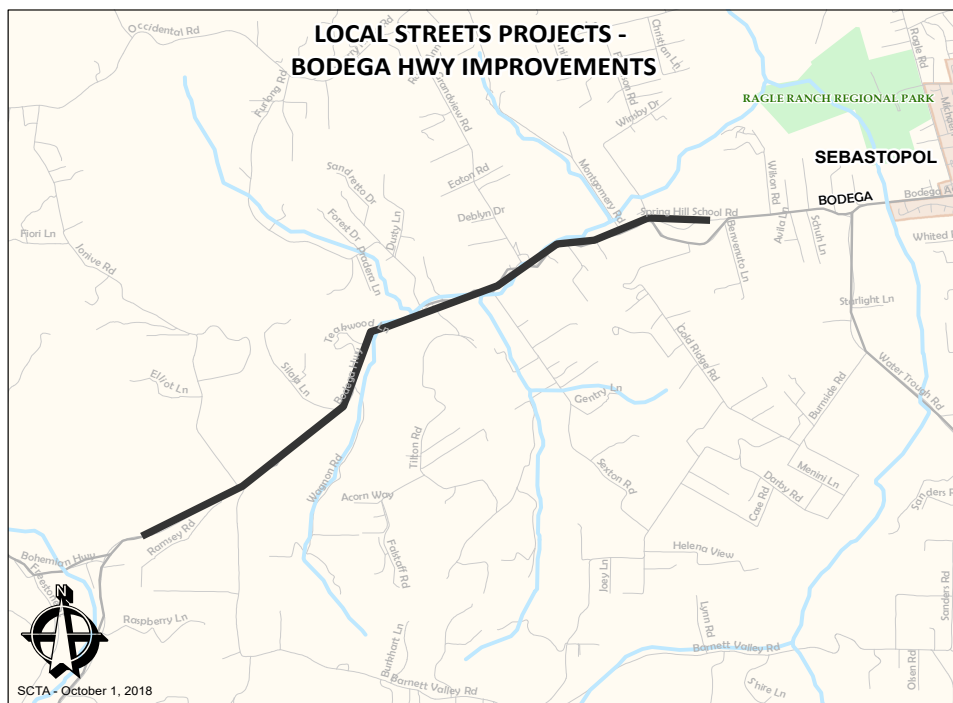
TOTAL	MEASURE M—LSP	OTHER	NEED
\$2,000	\$0	\$0	\$2,000

### MEASURE M PROGRAMMING CAPACITY

No Measure M — LSP funds have been programmed for this project. The project has \$1 Million in Measure M funds identified in the Measure M Expenditure Plan.

### PROJECT SPONSOR

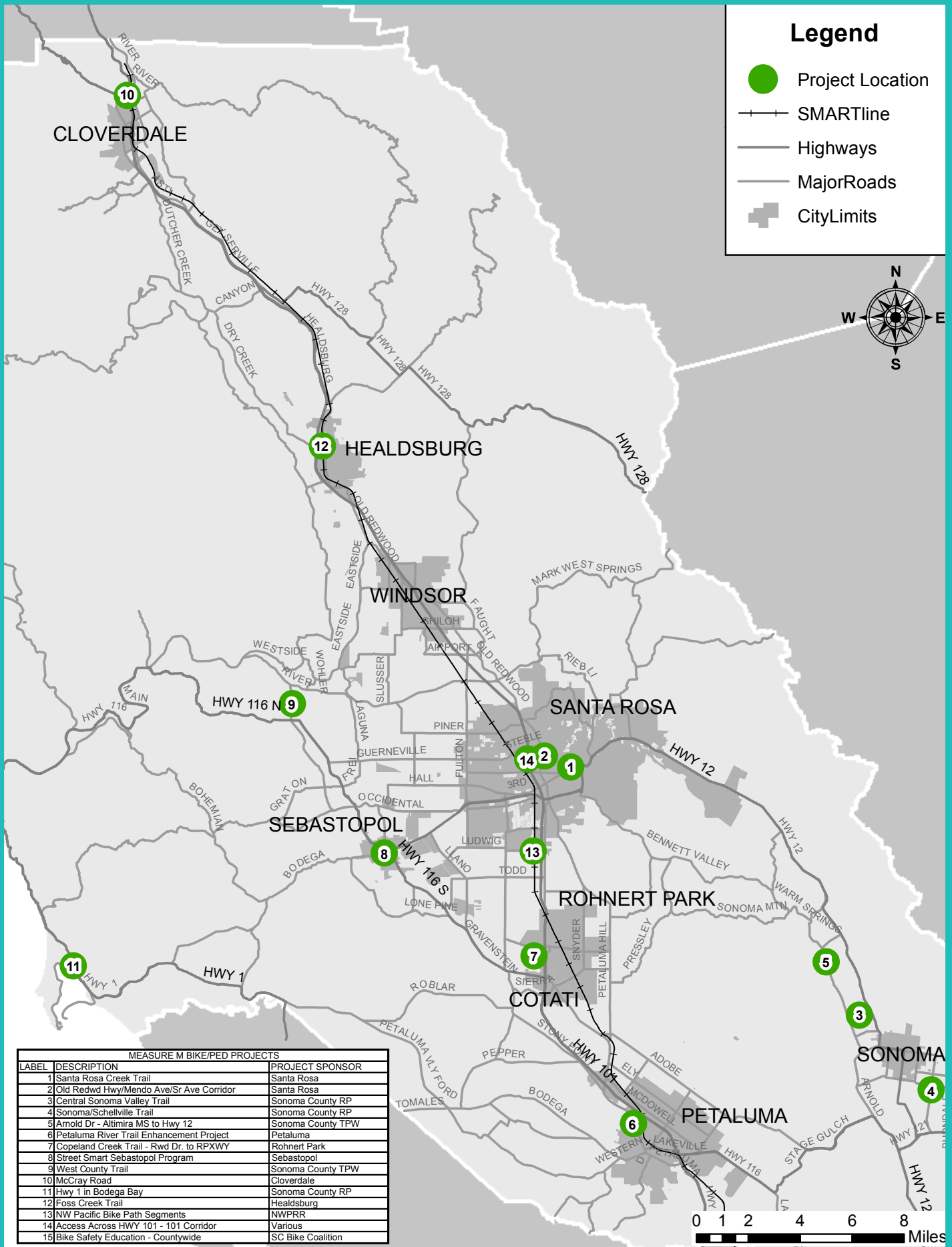
County of Sonoma Department of Transportation and Public Works





SANTA ROSA CREEK TRAIL  
OLD REDWOOD HIGHWAY/MENDOCINO  
AVENUE/SANTA ROSA AVENUE BIKE LANES  
CENTRAL SONOMA VALLEY TRAIL  
SONOMA SCHELLVILLE TRAIL  
ARNOLD DRIVE BIKE LANES  
PETALUMA RIVER TRAIL  
COPELAND CREEK TRAIL  
STREET SMART SEBASTOPOL  
WEST COUNTY TRAIL  
MCCRAY ROAD  
HIGHWAY 1 IN BODEGA BAY (BODEGA BAY TRAIL)  
FOSS CREEK  
NWPRR TRAIL  
ACCESS ACROSS 101  
BIKE SAFETY AND EDUCATION (BIKE  
MONTH, SAFE ROUTES TO SCHOOLS)

# Bicycle and Pedestrian Projects



## SANTA ROSA CREEK TRAIL

### EXPENDITURE PLAN DESCRIPTION

Close gaps along the Santa Rosa Creek Trail in Santa Rosa. This will create an east-west connection through central Santa Rosa.

### ADDITIONAL PROJECT DETAILS

This project creates new trail and connects to the existing Class 1 multi-use trail along Santa Rosa Creek, according to the Creeks Master Plan authorized by the City of Santa Rosa. The City plans to deliver the improvements through phases.

#### Phase 1: Streamside Drive to Mission Circle

##### *Project Status / Schedule*

Construction of Phase 1 was completed in November 2014.

#### Phase 2: Dutton Avenue (East Side) to Santa Rosa Creek

##### *Project Status / Schedule*

Construction of Phase 2 was completed in July 2012.

#### Phase 3: Dutton Avenue (West Side)

This phase of the project will provide an ADA accessible ramp from Dutton Avenue on the west side, to the multi-use path along Santa Rosa Creek. The funding requested by the City for programming would provide Environmental, Design, Right-of-Way and Construction of

the ADA ramp. This phase compliments the previous phase on the east side of Dutton Avenue (Phase 2).

### PROJECT FUNDING (IN THOUSANDS)

PHASE	TOTAL	Measure M—BP	OTHER*	NEED
1	\$852	\$435	\$417	\$0
2	\$513	\$382	\$131	\$0
3	TBD	\$633	\$TBD	TBD
<b>TOTALS</b>	<b>TBD</b>	<b>\$1,450</b>	<b>\$548</b>	<b>TBD</b>

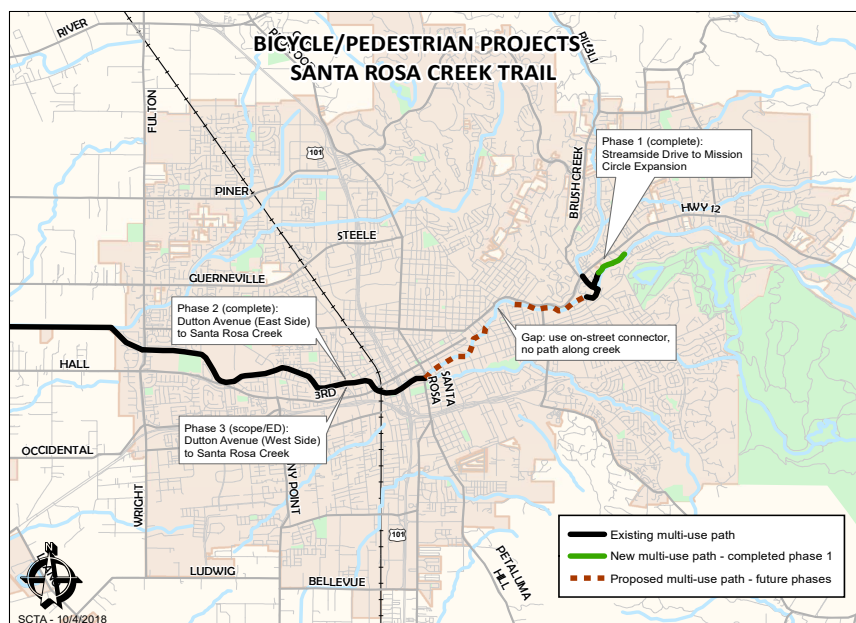
### MEASURE M PROGRAMMING CAPACITY

The City of Santa Rosa has programmed all of the \$1,450K in Measure M — BP funds identified in the Measure M Expenditure Plan.

### PROJECT SPONSORS

City of Santa Rosa

COMPLETED





## OLD REDWOOD HIGHWAY — MENDOCINO AVENUE — SANTA ROSA AVENUE BIKELANES

### EXPENDITURE PLAN DESCRIPTION

Create a safer north-south bike route through central Santa Rosa.

### ADDITIONAL PROJECT DETAILS

The City of Santa Rosa plans to deliver this project in the following two phases:

#### Phase 1 — Mendocino Avenue from Fountaingrove Parkway to Steele Lane

The first phase of this project is located adjacent to Santa Rosa Junior College and modified median islands and re-striped Mendocino Avenue to include bike lanes.

##### *Project Status / Schedule*

Phase 1 was completed in June 2009.

#### Phase 2 — Santa Rosa Avenue from Maple Street to Sonoma Avenue

The second phase is located between Maple Street and Sonoma Avenue on Santa Rosa Avenue.

##### *Project Status / Schedule*

The City of Santa Rosa is working on a funding plan and schedule for Phase 2 work.

### PROJECT FUNDING (IN THOUSANDS)

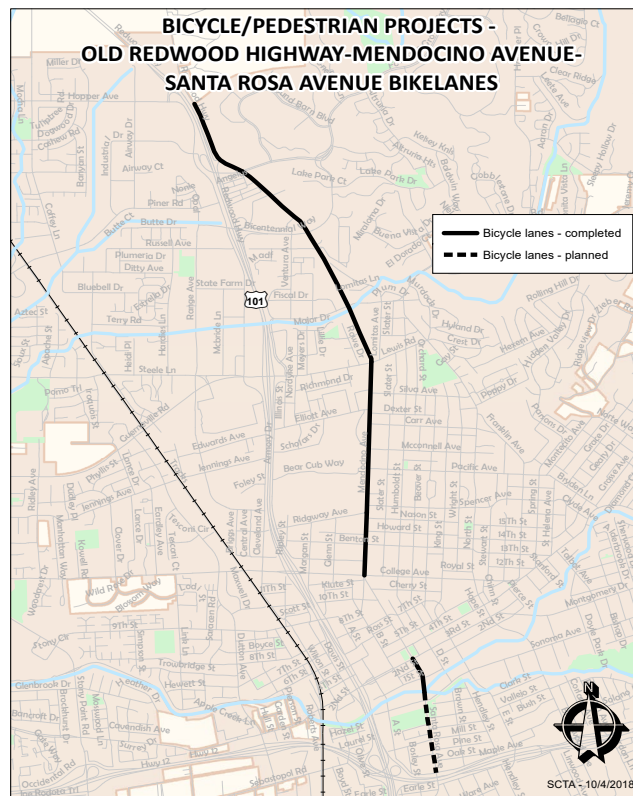
PHASE	TOTAL	Measure M—BP	OTHER	NEED
1	\$157	\$157	\$0	\$0
2	TBD	\$0	\$0	TBD
<b>TOTALS</b>	<b>TBD</b>	<b>\$157</b>	<b>\$0</b>	<b>TBD</b>

### MEASURE M PROGRAMMING CAPACITY

The City of Santa Rosa has programmed \$157K of the \$500K of Measure M — BP funds identified in the Measure M Expenditure Plan (\$343K remaining).

### PROJECT SPONSORS

City of Santa Rosa



## OLD REDWOOD HIGHWAY — MENDOCINO AVENUE — SANTA ROSA AVENUE BIKELANES



## CENTRAL SONOMA VALLEY BIKEWAY

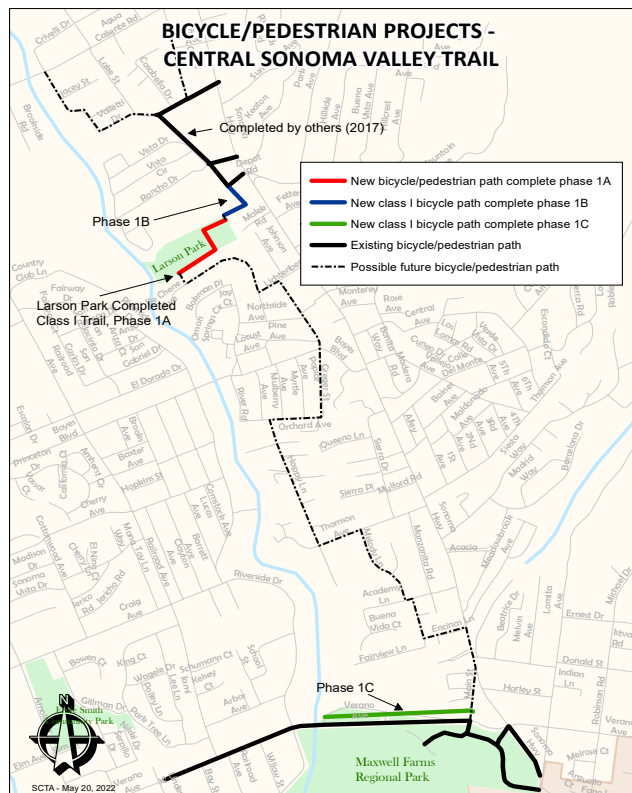
### EXPENDITURE PLAN DESCRIPTION

Create a safe route for pedestrians and bicyclist between Verano Avenue and Agua Caliente Road. There is currently no alternative through route to Highway 12 forcing pedestrians and bicyclists to use the shoulder of Highway 12 for such destinations as Flowery School, Larson Park, La Luz Community Center, Maxwell Farms Regional Park and the Boys and Girls Club.

### ADDITIONAL PROJECT DETAILS

Sonoma County Regional Parks will construct the Central Sonoma Valley Bicycle and Pedestrian Pathway in multiple phases. The first phase has been split into three segments. The first (1A) at Larson Park was completed in 2011. The second (1B), a Class I bike path from Flowery School to Depot Road will cross Pequeno Creek and through the school property to Depot Road. The third (1C), a Class I bike path from Sonoma Creek to Main Street on Verano Avenue is located within the existing road right of way and County-owned property. Construction work included asphalt paving, gravel shoulders, grading and drainage, striping, signage, fencing, bike/pedestrian

bridge, and bollards. Segments 1B and 1C were completed in 2017. The next Class I bike path segment starts at Sonoma Charter School, meanders through Feters Apartments and Vailetti Plaza, and ends at Depot Road. This segment was completed in 2017 and provides residents a continuous pathway to access Sonoma Charter School, Flowery Elementary School, Larson Park and nearby Businesses without using Highway 12. The remainder of the path will continue on the existing sidewalk to Highway 12. An ADA accessible, prefabricated bridge will be placed over Pequeno Creek. The third (1C), a Class I bike path from Sonoma Creek to Main Street on Verano Avenue will be within the existing road right of way and County owned property. There will be 5 feet of separation between the bike path and edge of pavement on Verano Avenue. The bike path will connect to an existing path on the western end. Construction work will include asphalt paving, gravel shoulders, grading and drainage, striping, signage, fencing, bike/pedestrian bridge, and bollards.



#### Phase 1A — Larson Park Trail Segment

##### Project Status / Schedule

Phase 1A was completed in May 2011.

#### Phase 1B — Flowery Elementary School to Depot Road (0.11 Miles)

##### Project Status / Schedule

Phase 1B is fully funded and was completed in 2018.

#### Phase 1C Verano Avenue — Sonoma Creek to Main Street (0.31 miles)

##### Project Status / Schedule

Phase 1C is fully funded and was completed in 2017.

#### Phase 1D Sonoma Charter School (at Vailetti Drive) to Vailetti Property (at Depot Road) (0.31 miles).

##### Project Status / Schedule

This trail section is fully funded and was completed in 2017.

### Phases TBD

#### Project Status / Schedule

Several more trail sections are planned and would require right of way acquisition. Further evaluation of the right of way needs and discussion with the affected property owners are needed. \$40,000 Measure M funds have been programmed to prepare a focused feasibility study and develop wayfinding signs.

COMPLETED



## CENTRAL SONOMA VALLEY BIKEWAY

### PROJECT FUNDING (IN THOUSANDS)

PHASE	TOTAL	Measure M—BP	*OTHER	NEED
1A	\$189	\$63	\$126	\$0
1B	\$262	\$100	\$137	\$0
1C	\$408	\$20	\$388	\$0
TBD	TBD	\$40	TBD	TBD
<b>TOTALS</b>	<b>TBD</b>	<b>\$223</b>	<b>TBD</b>	<b>TBD</b>

\*OTHER includes County Park Mitigation, Proposition 40, Lifeline, and Transportation Development Act (TDA) funds.

### MEASURE M PROGRAMMING CAPACITY

Sonoma County Regional Parks has programmed \$223K of the \$1,900K in Measure M - BP funds identified in the Measure M Expenditure Plan (\$1,677K remaining).

### PROJECT SPONSORS

Sonoma County Regional Parks (Class I bike paths)  
County of Sonoma Department of Transportation and Public Works (Class II and III bike routes)



## SONOMA SCHELLVILLE BIKE TRAIL

### EXPENDITURE PLAN DESCRIPTION

Class I path would connect Highway 121 to City of Sonoma Class I path through town.

### ADDITIONAL PROJECT DETAILS

This project will develop a four-mile, Class I bike path that follows the former Northwestern Pacific Railroad right-of-way, which partially parallels 8th Street East. The railroad right of way is located on the east side of 8th Street East. The proposed trail starts at the intersection of Highway 121 and ends at the city limits of Sonoma. The proposed trail will also serve as a link to the San Francisco Bay Trail, which is a high priority project for the Association of Bay Area Governments. The construction work will include asphalt paving, gravel shoulders, grading and drainage, striping, signage, and bollards.

### PROJECT STATUS/SCHEDULE

Sonoma County Regional Parks has secured three easements and one fee title to sections of the railroad right of way. However, the County still needs to acquire the remaining sections of properties from Union Pacific, private property owners, and SMART (Sonoma Marin Area Rail Transit). Regional Parks is negotiating a purchase agreement with Union Pacific to acquire their remaining property interests. In 2014 Sonoma County Regional Parks acquired 0.32 acres of private property to be developed as a trailhead. The trailhead is located at the southwest corner of Napa Street and 8th Street East. The trailhead improvements include a 10-car parking lot with landscaping and irrigation, which was completed in February 2014. In August 2021, Regional Parks secured an Irrevocable Offer of Dedication of a trail easement from property owner of Vineburg Self Storage located on 8th Street East and Napa Road. Sonoma County Regional Parks is working on developing a funding plan and schedule for Acquisition, Environmental, Design, and construction of the remaining improvements.

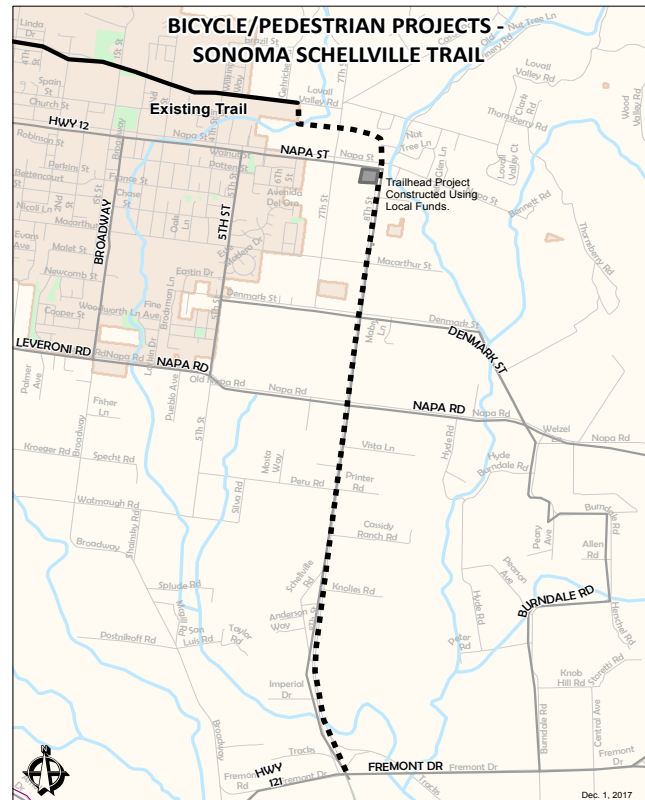
### FUNDING (IN THOUSANDS)

TOTAL	Measure M—BP	OTHER*	NEED
\$5,500	\$650	\$633	\$4,217

\*Other includes County Park Mitigation funds.

### MEASURE M PROGRAMMING CAPACITY

Sonoma County Regional Parks has programmed all the \$650K in Measure M — BP funds identified in the Measure M Expenditure Plan.



### PROJECT SPONSORS

Sonoma County Regional Parks

## ARNOLD DRIVE BIKE PROJECT

### EXPENDITURE PLAN DESCRIPTION

Build shoulders on Arnold Drive just north of the middle school to add bike lanes through Sonoma Developmental Center and Glen Ellen to Highway 12. This would continue the existing bike lane on Arnold Drive at Petaluma Avenue.

### ADDITIONAL PROJECT DETAILS

This project proposes to improve bicycle lanes by providing continuous bike lanes from Country Club Drive to Madrone Road (PM 14.55 to PM 16.40) on Arnold Drive. Two main options will be considered in the feasibility study. The first option consists of constructing a Class II bike lane by widening the existing roadway to meet all the relevant standards for bicycle travel. A second alternative consists of a Class I Bike path. This alternative utilizes a 10' wide (5' lanes) travelled path with a 5' minimum horizontal separation from Arnold Drive.

Minor walls and guardrail installation may be incorporated into the project to minimize right-of-way requirements.

Sonoma County Transportation and Public Works will include outreach to the community and stakeholders for input on which alternative to move forward with.

### PROJECT STATUS / SCHEDULE

The County plans to complete the environmental and design phases by the end of 2022. Right of Way acquisition is scheduled to occur in 2023 and construction in 2024.

### FUNDING (IN THOUSANDS)

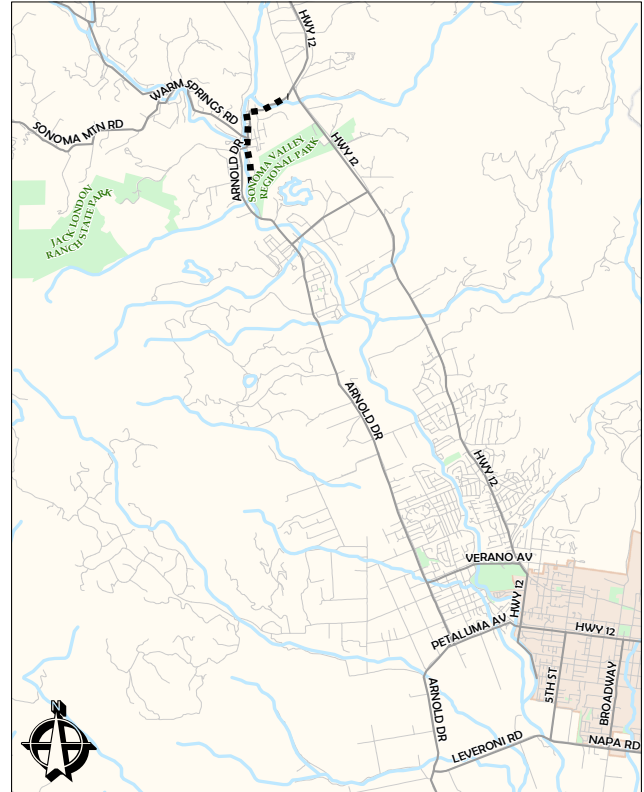
TOTAL	Measure M—BP	OTHER	NEED
\$4,100	\$2,000	\$1,200	\$900

### MEASURE M PROGRAMMING CAPACITY

The County has programmed all \$2 Million in Measure M — BP funds identified in the Measure M Expenditure Plan.

### PROJECT SPONSOR

County of Sonoma, Department of Transportation and Public Works





# Petaluma River Trail

### EXPENDITURE PLAN DESCRIPTION

Create a bicycle and pedestrian pathway along Petaluma River connecting east side of town to new shopping, new housing and Theater District downtown.

### ADDITIONAL PROJECT DETAILS

The Petaluma River Trail is a multi-segment and multi-phase program. The Trail will be a Class I multi-use pathway from the eastside urban limits to the Historic Downtown Area utilizing the creek and river’s natural corridors, including approximately 2 miles along the Petaluma River. This project carries out a portion of the Petaluma River access and Enhancement Plan approved by City Council in 2000. This project is to be constructed in phases, with Measure M funding being applied to only Phase 3, as earlier phases were constructed without the use of Measure M funds.

### PHASE 3

Construct the Petaluma River trail from Lakeville Street to Washington Street, including an ADA accessible, prefabricated bike and pedestrian bridge over the Petaluma River, near Copeland Street.

The City of Petaluma substantially completed construction of Phase 3 of the Petaluma River Trail in September 2013. The trail was stopped short of the connection to the sidewalk on Washington Street.

The remaining portion of the trail will run from the Pedestrian foot bridge, along water street to the intersection with Washington Street and is expected to be complete in 2022.

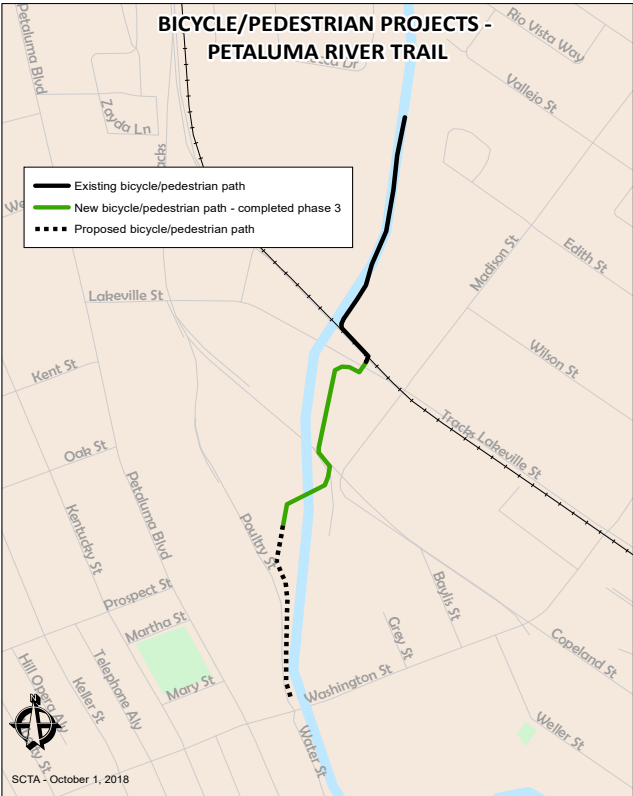
### PROJECT STATUS / SCHEDULE

The City of Petaluma substantially completed construction of Phase 3 of the Petaluma River Trail in September 2013. Due to the City’s inability to acquire the property rights from one property owner, the trail was stopped short of the connection to the sidewalk on Washington Street. The City is currently completing construction work to close the gap from the prior project to the existing pedestrian walkway on Washington Street. Completion of the current construction will fully deliver the Measure M project.

### PROJECT FUNDING (IN THOUSANDS)

PHASE	TOTAL	Measure M—BP	OTHER*	NEED
3	\$2,624	\$2,000	\$624	\$0

\*OTHER includes mitigation fees.



### MEASURE M PROGRAMMING CAPACITY

Petaluma has programmed all of the \$2,000K in Measure M — BP funds identified in the Measure M Expenditure Plan.

### PROJECT SPONSOR

City of Petaluma

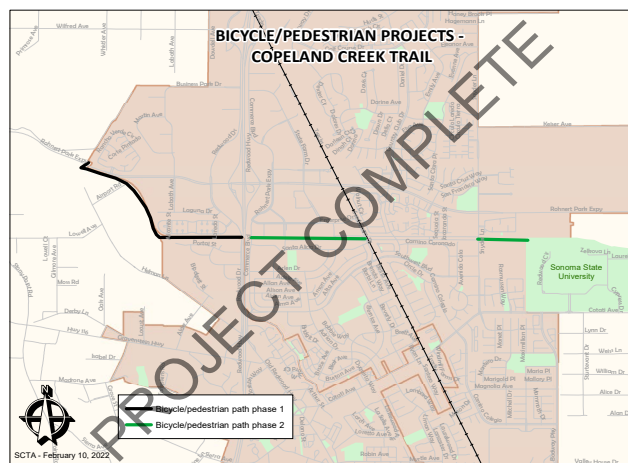
## COPELAND CREEK TRAIL

### EXPENDITURE PLAN DESCRIPTION

Make existing path along Copeland Creek and Laguna de Santa Rosa from Redwood to Hinebaugh Creek (at Rohnert Park Expressway), and Commerce Blvd to the eastern city limits useable for pedestrians and bicyclists.

### ADDITIONAL PROJECT DETAILS

The Copeland Creek Bike Trail project is a 1.2-mile paved Class I bike path along Copeland Creek west of Highway 101, between Redwood Drive and Rohnert Park Expressway, and between Commerce Boulevard and the eastern city limits in Rohnert Park.



### PROJECT SPONSOR

Rohnert Park



#### Phase 1

Phase 1 included asphalt paving at the existing Sonoma County Water Agency service road along the north side of the creek and rehabilitation of an existing Class I path in a second location. The path is now suitable for bicycles and a wide range of pedestrian uses, including wheelchairs, strollers, skateboards and walkers.

#### Project Status / Schedule

Phase 1 was completed in summer of 2008.

#### Phase 2

Phase 2 of the Copeland Creek Trail project reconstructed 4650 linear feet of the most deteriorated sections of the

most well-used bicycle and pedestrian path in Rohnert Park, including sections adjacent to senior housing and multi-family housing, and most notably along the high school and up to Sonoma State University. The City expended the funds in the Design phase and was able to leverage that funding for federal Transportation Enhancement and local funds for construction.

#### Project Status / Schedule

Phase 2 was completed in November 2012.

### PROJECT FUNDING (IN THOUSANDS)

PHASE	TOTAL	Measure M—BP	OTHER*	NEED
1	\$300	\$300	\$0	\$0
2	\$960	\$50	\$910	\$0
<b>ALL</b>	<b>\$1,260</b>	<b>\$350</b>	<b>\$910</b>	<b>\$0</b>

\*OTHER includes Transportation Enhancement funds and gas tax allocation.

### MEASURE M PROGRAMMING CAPACITY

Rohnert Park has programmed all \$350K in Measure M — BP funds identified in the Measure M Expenditure Plan.

## STREET SMART SEBASTOPOL

### EXPENDITURE PLAN DESCRIPTION

This project includes closing gap in sidewalks, adding bike routes, placing directional signs, building transit shelters and other related items within Sebastopol.

### ADDITIONAL PROJECT DETAILS

Intersection improvements included curb extensions (bulbouts), colored crosswalks, pedestrian beacons, landscaping, sidewalk gap closures, signage, entryway treatments, and transit shelter improvements at various locations. The Street Smart Sebastopol project was constructed in three phases. A Phase I project of crosswalk improvements at three locations in central downtown was completed in Spring of 2006 without the use of Measure M funds. Phase 2 and 3 completed pedestrian safety improvements at twelve intersections in downtown Sebastopol, which were prioritized by the City Council for the Street Smart Sebastopol Program in May 2006.

#### Phase 2 — Priority Intersections

The Phase 2 project included improvements to the following three priority intersections:

- Healdsburg Ave / Murphy Ave
- North Main Street / Analy Ave
- Bodega Ave / High Street

#### Project Status / Schedule

Construction was completed in June 2010.

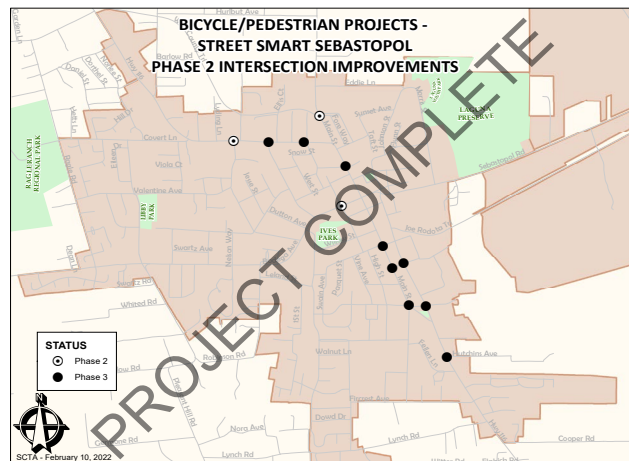
#### Phase 3 — Secondary Intersections

The Phase 3 project included improvements at the following nine intersections:

- Healdsburg Ave / Florence Ave
- Healdsburg Ave / Pitt Ave
- North Main Street / Keating Ave
- South Main Street / Calder Ave
- South Main Street / Walker Ave
- South Main Street / Palm Ave
- Gravenstein Hwy S / Hutchins Ave
- Petaluma Ave / Palm Ave
- Petaluma Ave / Walker Ave

#### Project Status / Schedule

Construction was completed in December 2011.



### PROJECT FUNDING (IN THOUSANDS)

PHASE	TOTAL	Measure M—BP	OTHER	NEED
2	\$549	\$539	\$10	\$0
3	\$2,111	\$1,461	\$650	\$0
<b>TOTALS</b>	<b>\$2,660</b>	<b>\$2,000</b>	<b>\$660</b>	<b>\$0</b>

\*OTHER includes regional bike and pedestrian program funds and local development fees

### MEASURE M PROGRAMMING CAPACITY

The City of Sebastopol has programmed all \$2,000K of the Measure M — BP funds identified in the Measure M Expenditure Plan.

### PROJECT SPONSOR

City of Sebastopol



## STREET SMART SEBASTOPOL



## WEST COUNTY TRAIL

### EXPENDITURE PLAN DESCRIPTION

This is the last segment of the West County Trail

### ADDITIONAL PROJECT DETAILS

The Sonoma County Transportation and Public Works plans to deliver the last segment of the West County Trail in the following three phases:

#### Phase 1: Widen Mirabel Road from 116 to the Forestville Youth Park

This project proposes to widen Mirabel Road from Highway 116 (PM 10.00) to the Forestville Youth Park driveway (PM 10.39). This project includes facilities for pedestrians and bikes, left turn movements on Mirabel Road to enhance safety for cars and trucks as well as the bikes.

#### Phase 2: Widen Mirabel Road from the Youth Park to 1,300 feet north of Davis Road

TBD

#### Phase 3: Signalize the intersection of Mirabel Road and Trenton Road.

TBD

#### Project Status / Schedule

This project has yet to be further defined

### PROJECT FUNDING (IN THOUSANDS)

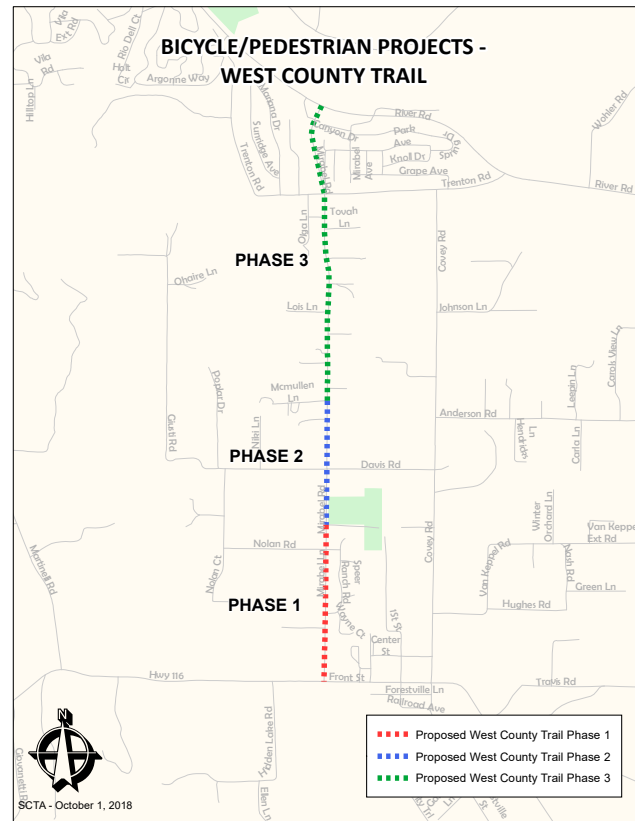
PHASE	TOTAL	Measure M—BP	OTHER	NEED
1	\$10,237	\$0	\$5,887	\$4,350
2	TBD	\$0	\$0	TBD
3	TBD	\$0	\$0	TBD
<b>TOTALS</b>	<b>TBD</b>	<b>\$0</b>	<b>\$5,887</b>	<b>TBD</b>

### MEASURE M PROGRAMMING CAPACITY

The \$500K of the Measure M — BP funds identified in the Measure M Expenditure Plan for this project has not been programmed.

### PROJECT SPONSOR

County of Sonoma Department of Transportation and Public Works





## MCCRAY ROAD CLOVERDALE

### EXPENDITURE PLAN DESCRIPTION

Bike lane from Cloverdale city limits to River Park. Create safe passage to the River Park from existing Cloverdale bike lanes.

### ADDITIONAL PROJECT DETAILS

This project has yet to be further defined.

### PROJECT STATUS / SCHEDULE

This project is not currently programmed, and a schedule has not yet been developed.

### PROJECT FUNDING (IN THOUSANDS)

TOTAL	Measure M—BP	OTHER	NEED
TBD	\$0	\$0	TBD

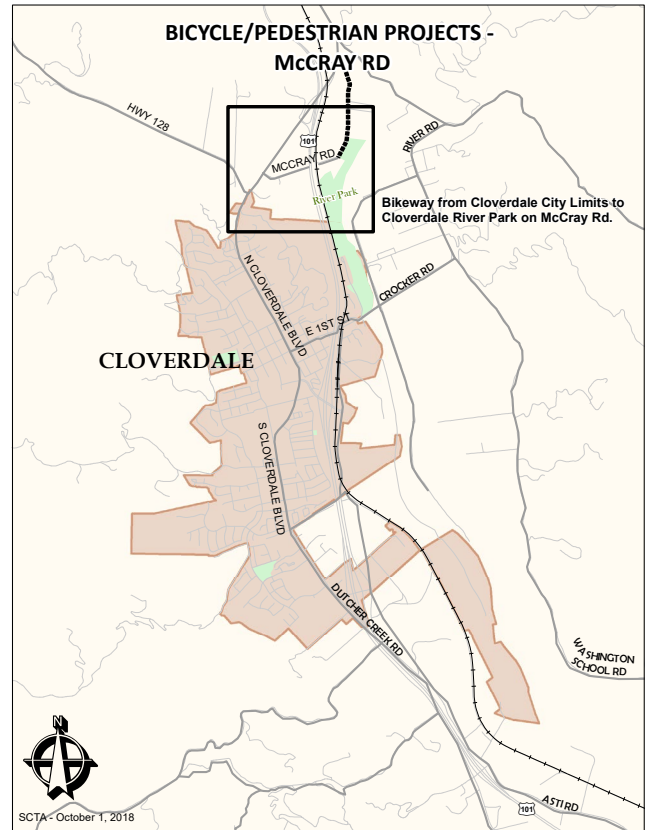
### MEASURE M PROGRAMMING CAPACITY

The \$250K in Measure M — BP funds identified in the Measure M Expenditure Plan for this project has not been programmed.

### PROJECT SPONSORS

Sonoma County Regional Parks

County of Sonoma Department of Transportation and Public Works





## HIGHWAY 1 — BODEGA BAY TRAIL

### EXPENDITURE PLAN DESCRIPTION

On and off road bike route along the coast to provide safe passage for locals and through traffic.

### ADDITIONAL PROJECT DETAILS

The Bodega Bay Trail will provide a link in the proposed 1,200-mile California Coastal Trail from Mexico to Oregon. The trail will provide a separate north-south route through Bodega Bay to improve safety of pedestrians, bicyclists, and motorists. The trail will connect State Parks, County Parks, retail shops, restaurants, businesses, and scenic overlooks of Bodega Bay Harbor along the Highway 1 corridor. Users will experience the village atmosphere of Bodega Bay and have access to the beautiful Sonoma County coast, historic harbor, and picturesque waterfront.

The Bodega Bay Pedestrian and Bicycle Trails project is proposed to complete off road (Class 1) pedestrian and bicycle trails and on road (Class 2) shoulder improvements along approximately four (4) miles of Coast Highway 1. This project is based on the scope of work and segments identified in the "Bodega Bay Bicycle and Pedestrian Trail Study"

completed in September 2005. The project is divided into segments, which Sonoma County Regional Parks will use to deliver the Class 1 project in phases, as funding becomes available. Sonoma County Transportation and Public Works will break the remaining sections in to independently useful segments to deliver the Class 2 and Class 3 project in phases, as funding becomes available.

#### Phase 0: Segment 6C — Cheney Creek Bridge Trail

Cheney Creek Bridge Trail (Segment 6C) is a 0.4 mile long segment of the Bodega Bay Trail connecting Doran Beach Regional Park. The trail segment includes a 110-foot bridge over Cheney Creek.

#### Project Status / Schedule

The Cheney Creek Bridge Trail (Segment 6C) was completed in July 2008.

#### Phase 1: Segments 1B & 1C — Coastal Prairie Trail

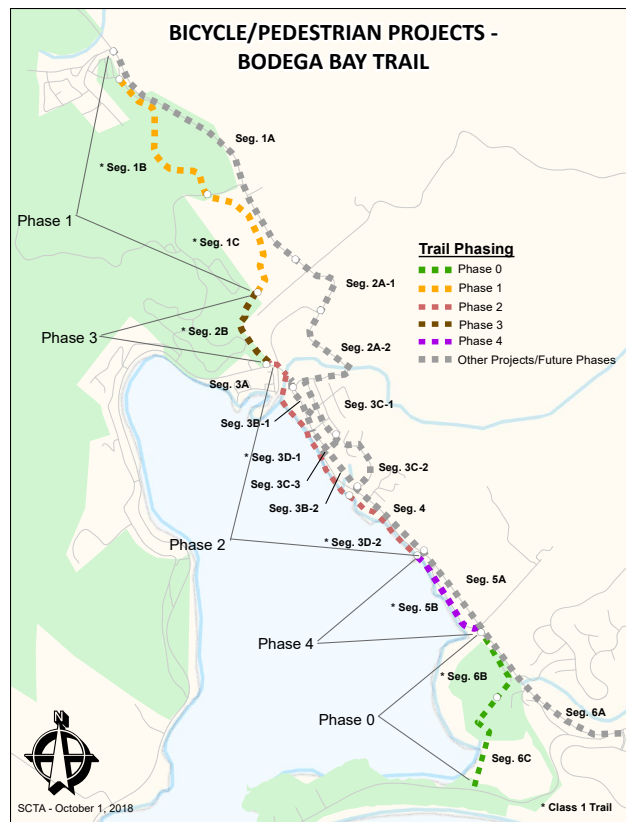
The Coastal Prairie Trail (Segments 1B & 1C) starts at Keefe Avenue, continues through Sonoma Coast State Park and ends at the Children's Bell Tower (aka Nicholas Green Memorial Bell Tower) (1.1 miles).

Segment 1C (southern Coastal Prairie Trail) was constructed first and connects the Bodega Bay Community Center to the Bodega Dunes Campground entrance road. This trail segment is 0.47 miles and includes two boardwalks, an 8-foot-wide trail of stabilized aggregate with shoulders and signage. The trail ends on County land near the existing Children's Bell Tower.

Segment 1B (northern Coastal Prairie Trail) starts at Keefe Avenue near Salmon Creek and ends at the Bodega Dunes Campground entrance road. This trail segment is 0.63 miles and includes a 120-foot bridge and an 8-foot-wide stabilized aggregate trail with shoulders.

#### Project Status / Schedule

Regulatory permits and approvals for the entire Coastal Prairie Trail were received in late 2013. Due to funding constraints, the project was built in two phases. Segment 1C was completed in 2014 and Segment 1B was completed in 2016.



COMPLETED

## HIGHWAY 1 — BODEGA BAY TRAIL

### Phase 2: Segments 3D-1, 3D-2, 5B & 6B

This one-mile phase of the Bodega Bay Trail starts at Bay Flat/Eastshore Road, continues and ends at the northern end of Smith Brothers Road. The 8-10 ft wide multi-use trail will consist of a paved surface and elevated boardwalk. Other improvements include interpretive and directional signs, striping, and bollards. Environmental and Design work has started.

#### Project Status / Schedule

Additional funding is needed to complete Phase 2 of the project. During the preliminary Design phase additional community and individual meetings will be conducted to solicit input from property owners, residents and local businesses bordering the project. Due to anticipated environmental challenges related to the boardwalk construction in tidal mudflats, Regional Parks will continue to work on Phase 2 after the completion of Phases 3 and 4.

### Phase 3: Segment 2B North Harbor Coast Trail

The 0.6 mile trail segment starts at the Bodega Bay Community Center, continues through the Bodega Bay Dunes Campground and ends at Bay Flat/Eastshore Road.

#### Project Status / Schedule

Environmental and Design work is complete. Funding for Phase 3 has been secured from the State Coastal Conservancy, Regional Parks Foundation, Parks Mitigation Fees, Sonoma County Agricultural and Open Space District's Matching Grant, Parks and Measure M. Regulatory permits are in process.

### Phase 4: Segment Smith Brothers Road

The 0.65 mile trail starts at the north end of the Smith Brothers Road next to Lucas Wharf parking lot, parallels Smith Brothers Road and ends at the Bird Walk Coastal Access Park.

#### Project Status / Schedule

Environmental and Design work have begun. An Initial Study for this phase of the project is expected to be completed in Fall 2022 after completing the Initial Study for Phase 3 Coastal North Harbor Trail. Regional Parks intends to complete the Environmental, Design and Right of Way phases to make this project more competitive for construction phase grants.

### PROJECT FUNDING (IN THOUSANDS)

PHASE	TOTAL	Measure M—BP	OTHER*	NEED
0	\$540	\$100	\$440	\$0
1	\$1,483	\$350	\$1133	\$0
2	\$2,574	\$2	\$321	\$2,251
3	\$2,360	\$348	\$2,012	\$0
4	\$1,547	\$150	\$287	\$1,110
<b>TOTALS</b>	<b>\$8,504</b>	<b>\$950</b>	<b>\$4,193</b>	<b>\$3,361</b>

\*OTHER includes County Park Mitigation, Coastal Impact Assistance Program (CIAP), Transportation Development Act (TDA), Parks Measure M, Sonoma County Agricultural Preservation and Open Space District Match Program, Regional Parks Foundation, and State Coastal Conservancy funds.

### MEASURE M PROGRAMMING CAPACITY

Sonoma County Regional Parks has programmed all of the \$950K in Measure M — BP funds identified in the Measure M Expenditure Plan.

### PROJECT SPONSORS

Sonoma County Regional Parks

County of Sonoma Department of Transportation and Public Works (Class II and III bike routes)

## FOSS CREEK TRAIL

### EXPENDITURE PLAN DESCRIPTION

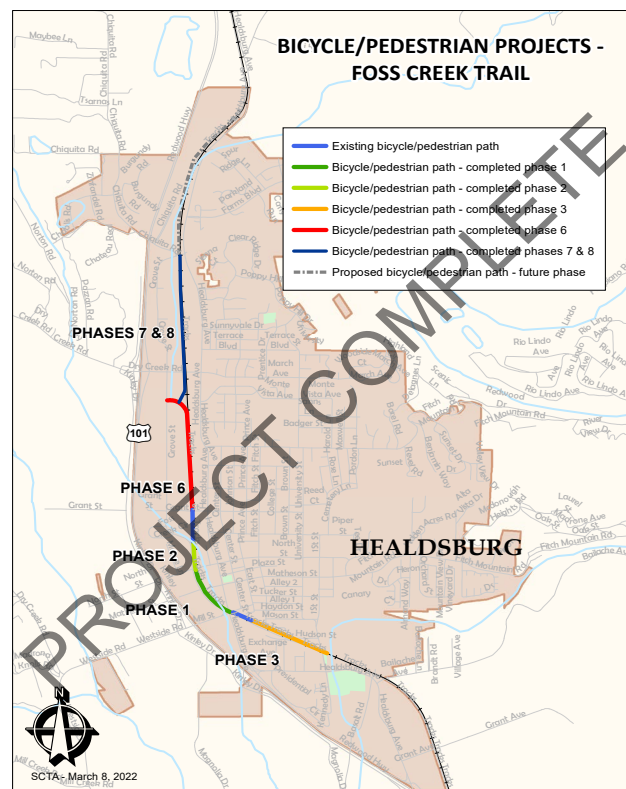
Create a continuous paved pedestrian and bicycle facility (Class I and II) between the City's northern and southern city limits. The path is along Foss Creek and the Northwestern Pacific rail line in places.

### ADDITIONAL PROJECT DETAILS

The ultimate Foss Creek Pathway will traverse the full length of the City of Healdsburg from its southern boundary to the northern City limits. The pathway will primarily lie within existing railroad right of way along the Foss Creek corridor and connect to several access points along the way.

The proposed improvements include a ten-foot-wide paved pathway with aggregate base rock shoulders. In some locations the pathway may need to narrow to eight feet or less due to the close proximity of adjacent buildings or right-of-way limitations. A six-foot high fence will separate the pathway from the railroad. On occasion the path veers away from the railroad to accommodate Foss Creek or to connect to neighboring pathways. In such instances where the path veers outside of the rail right of way, fencing is omitted. Other amenities include pathway lighting, bridge creek crossings, bollards, signage and signalized and unsignalized street crossings.

The City of Healdsburg delivered the Foss Creek Trail in phases, as shown below:



#### Phase 1: Mill Street to North Street

##### Project Status / Schedule

Construction was completed in February 2006

#### Phase 2: North Street to Norton Slough

##### Project Status / Schedule

Construction was completed in March 2007.

#### Phase 3: Front Street to Rail Depot

##### Project Status / Schedule

Construction was completed in March 2012.

#### Phase 6: West Grant Street to Carson Warner Skate Park at Grove Street

##### Project Status / Schedule

Construction was completed in May 2015

#### Phase 7: Carson Warner Skate Park at Grove Street to Dry Creek Road

#### Phase 8: Dry Creek Road to Grove Street

##### Project Status / Schedule

Construction was completed in November 2021

### PROJECT FUNDING (IN THOUSANDS)

PHASE	TOTAL	Measure M—BP	OTHER*	NEED
1	\$402	\$380	\$22	\$0
2	\$235	\$215	\$20	\$0
3	\$764	\$541	\$223	\$0
6	\$1,873	\$274	\$1,599	\$0
7/8	\$2,504	\$1,840	\$664	\$0
<b>TOTALS</b>	<b>\$5,788</b>	<b>\$3,250</b>	<b>\$2,528</b>	<b>\$0</b>

\*OTHER includes federal earmark, CMA grant funds, Developer Fees VPMP grant, and Local City Tax Measure.

### MEASURE M PROGRAMMING CAPACITY

The City of Healdsburg has programmed and expended all of the \$3,250K of Measure M — BP funds identified in the Measure M Expenditure Plan.

### PROJECT SPONSORS

City of Healdsburg



## FOSS CREEK TRAIL



## NORTHWESTERN PACIFIC RAILROAD BIKE TRAIL





## NORTHWESTERN PACIFIC RAILROAD BIKE TRAIL

### EXPENDITURE PLAN DESCRIPTION

Work with SMART (SonomaMarin Area Rail Transit) to build a north-south bike path parallel to the Northwestern Pacific Railroad track throughout Sonoma County

### ADDITIONAL PROJECT DETAILS

This project is being constructed along the former Northwestern Pacific Railroad track, now owned by SMART. SMART will complete National Environmental Policy Act (NEPA) compliance documentation, as needed, for the entire Sonoma County portion of the project. SMART will also provide complete 100% design for the initial operating segment (IOS) within Sonoma County (Marin/Sonoma border to Railroad Square in Santa Rosa). This will prepare the project path for construction by SMART or other agencies.

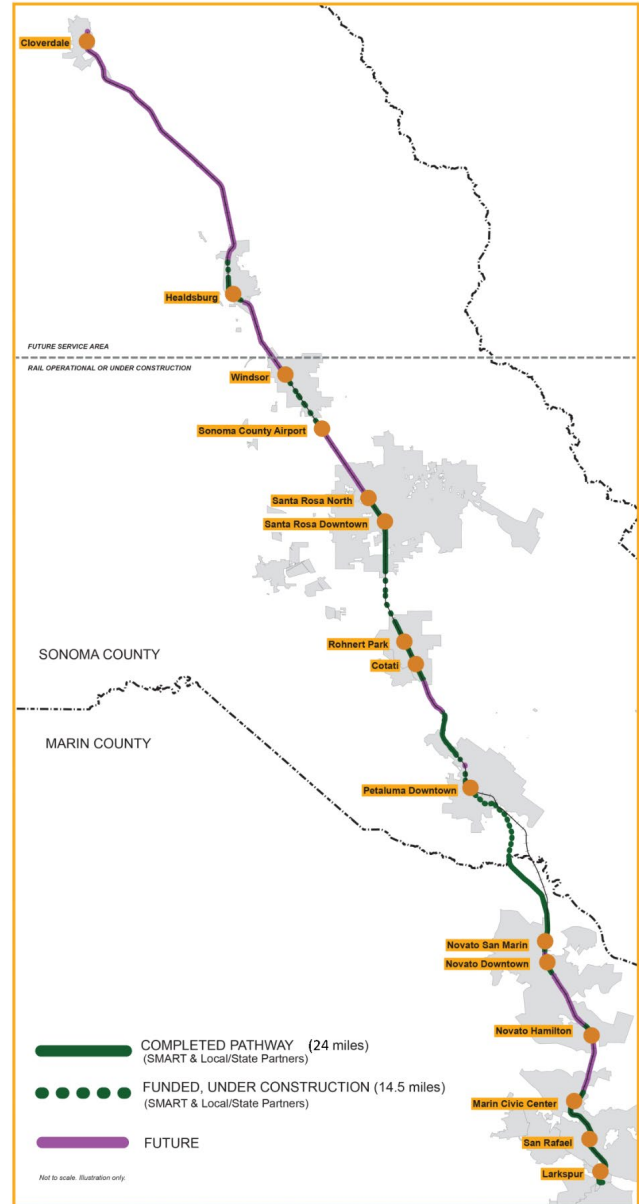
### PROJECT STATUS / SCHEDULE

SMART partnered with Caltrans starting in 2011 to complete a NEPA document for the SMART Pathway between SMART Milepost 36.8 in Petaluma to SMART Milepost 55.3 in Santa Rosa at Guerneville Road. The NEPA document was completed in March 2016. SMART completed final design of the SMART Pathway throughout the Phase 1 SMART Rail and Pathway project, including in Santa Rosa (College to Guerneville, 6th to 8th, and Hearn to Bellevue), Rohnert Park/Cotati (Golf Course to Southwest, Southwest to East Cotati, and East Cotati to Manor Drive), and Petaluma (Lakeville to Payran and Payran to Southpoint, over the Petaluma River and under Highway 101). Measure M funds were also used on engineering design work for the inter-city segments of Santa Rosa to Rohnert Park (Bellevue to Golf Course) and Penn Grove to Petaluma (Main Street to Southpoint). Each of these segments with completed design have been constructed or are fully funded for construction. As part of the 2021 SMART Capital Plan, engineering work is being advanced on remaining pathway segments across both counties and Measure Q provides local match funds necessary to complete construction of grant-funded segments. A conservative estimate of capital funds for the pathway is over \$40 million, not including segments built by others prior to the start of SMART services or segments built as part of the SMART Phase 1 rail project. Measure Q capital funds committed to or spent on the pathway to date are estimated at approximately \$14 million. In addition to capital funding, SMART commits to funding the operations and maintenance of constructed pathway segments.

### PROJECT FUNDING (IN THOUSANDS)

TOTAL	Measure M—BP	OTHER*	NEED
TBD	\$1,000	\$40,000	TBD

\*OTHER includes Measure Q funds and grants.



### MEASURE M PROGRAMMING CAPACITY

SMART has programmed all \$1M of the Measure M — BP funds identified in the Measure M Expenditure Plan.

### PROJECT SPONSORS

SMART



## ACCESS ACROSS 101

### EXPENDITURE PLAN DESCRIPTION

Identify key east-west access points across Highway 101. This funding will be used for feasibility studies and be provided to four jurisdictions along the 101 corridor on a first come, first served basis, and will not exceed \$250,000 per jurisdiction.

### ADDITIONAL PROJECT DETAILS

This project category is open to all the jurisdictions adjacent to or bisected by Highway 101 through Sonoma County. Three project sponsors have made use of these funds thus far: City of Santa Rosa for a feasibility study for a Class I multi-use ADA accessible crossing over Highway 101 in the vicinity of Santa Rosa Junior College (Phase 1); The City of Rohnert Park for evaluating the need and feasibility for a potential 101 crossing; and the Town of Windsor for a feasibility study and Alternatives Concept Plan for a downtown pedestrian and bicycle crossing of 101.



### PROJECT STATUS / SCHEDULES

#### *City of Santa Rosa*

The City of Santa Rosa completed a feasibility study for a bicycle and pedestrian overcrossing in the vicinity of Santa Rosa Junior College (SRJC). The purpose of the study was to evaluate the need of access across 101 and to identify a preferred location/alignment. The study was completed and approved by the City Council in 2010. The study found that there is a need to provide safe access across Highway 101 for bicyclists and pedestrians, and this need will increase significantly over the next decade. The preferred alignment is the Elliott / Edwards Avenue Corridor near the vicinity of Santa Rosa Junior College. Given the developed urbanized nature of the area, additional right of way is anticipated to be needed. The cost of construction capital is expected to be at least \$10 Million. The City has entered into a cooperative agreement with the California Department of Transportation (Caltrans) to complete a Project Initiation Document (PID) which was completed in 2016. The Environmental phase was initiated in June 2017 and was completed in 2021. The Design phase has begun and the project is a successful Active Transportation Grant recipient so is fully funded through construction..

#### *Town of Windsor*

The Town of Windsor prepared a feasibility study (W1) and alternatives concept plans (W2) for a downtown pedestrian and bicycle crossing of Highway 101. The Town plans to complete a bike ped crossing over the highway, and other options to facilitate crossing Highway 101, provide a safer and aesthetic route, and enhance connections to existing and future trails to the Town Green.

#### *City of Rohnert Park*

In 2020, the City of Rohnert Park commenced a feasibility study of bicycle and pedestrian crossings of US 101. It evaluated seven potential crossing locations, solicited community input through public meetings and an online survey, and assessed numerous alignment alternatives. The study developed community-preferred alignments at Copeland Creek and conceptual design recommendations for a safer and more comfortable way for cyclists and pedestrians to travel between the east and west sides of Rohnert Park.

On October 26, 2021, the completed feasibility study was presented to the Rohnert Park City Council. Councilmembers expressed their unanimous support for the study's recommendations and directed City staff to pursue the "Butterfly Bridge" concept at Copeland Creek that includes a touchdown plaza on the east side.

They City contributed \$20,000 in gas tax funds to match Measure M funds to complete the study.

## ACCESS ACROSS 101

### FUNDING (IN THOUSANDS)

PHASE	TOTAL	Measure M—BP	OTHER*	NEED
SR	\$693	\$250	\$443	\$0
W	\$250	\$250	\$0	\$0
RP	\$270	\$250	\$20	\$0
TBD	\$0	\$0	\$0	\$0
<b>TOTALS</b>	<b>\$1,213</b>	<b>\$750</b>	<b>\$463</b>	<b>\$0</b>

SR= Santa Rosa; W= Windsor; RP= Rohnert Park

### MEASURE M PROGRAMMING CAPACITY:

The Cities and Town programmed \$750K of the \$1 Million in Measure M — BP funds identified in the Measure M Expenditure Plan. There is \$250K available for other jurisdictions to use on feasibility studies.

### POTENTIAL FUTURE PROJECT SPONSORS:

City of Petaluma  
City of Cotati  
City of Healdsburg  
City of Cloverdale



## BICYCLE SAFETY AND EDUCATION

### EXPENDITURE PLAN DESCRIPTION

Implement bicycle safety programs focused on educating the public and, in particular, school children.

### ADDITIONAL PROJECT DETAILS

SCTA has approved two programs to receive funding for this project: Safe Routes to Schools and Bike Month. Safe Routes to Schools creates activities and materials to educate and promote safety through Education, Encouragement, Enforcement, Engineering and Evaluation (Five E's). The Bike Month is designed to encourage commuters to try bicycling to work, school or errands during the month of May and to increase the public's awareness and respect for bicyclists. The Sonoma County Bicycle Coalition (SCBC) and the SCTA are both eligible to receive funding. The Sonoma County Department of Health Services received some funding to implement the Countywide program, but relinquished that responsibility back to SCTA for all future implementation.

#### *Safe Routes to Schools (SRTS)*

Implement a program to outreach to schools within Sonoma County to increase participation and encourage schools to start their own Safety and Education programs with a goal of increasing walking and bicycle ridership to and from schools and promote healthy and active lifestyles.

#### *Bike Month*

Implement a program to increase participation in Bike Month activities and to produce advertisements and promotional material, as well as to promote bicycling as an alternative mode of transportation.

### PROJECT STATUS / SCHEDULE

SCTA began providing Measure M-BP funding to these programs in July 2011. Funds are programmed for Bike Month through 2021, and to Safe Routes to School through 2023.

### FUNDING (IN THOUSANDS)

PHASE	Measure M—BP
SCBC SRTS	\$576
DHS SRTS	\$136
SCBC BTW	\$167
SCTA SRTS	\$260
<b>TOTALS</b>	<b>\$1,139</b>

### MEASURE M PROGRAMMING CAPACITY

\$1,139K in Measure M — BP funds of the \$1,200K available from the Measure M Expenditure Plan for this project have been programmed.

### PROJECT SPONSORS

Sonoma County Bicycle Coalition  
Sonoma County Transportation Authority

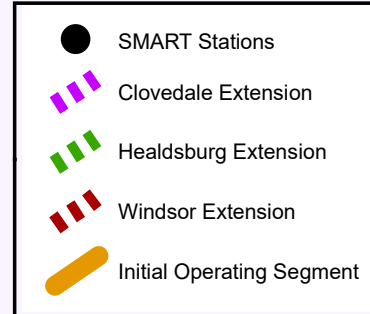






MENDOCINO COUNTY

LAKE COUNTY



NAPA COUNTY

MARIN COUNTY



## SONOMA MARIN AREA RAIL TRANSIT

### EXPENDITURE PLAN DESCRIPTION

Complete initial steps to accelerate the development of passenger rail service for Sonoma and Marin Counties including environmental clearance, final engineering, grade crossing improvements and station site development.

### ADDITIONAL PROJECT DETAILS

SMART is a passenger rail and ancillary bicycle-pedestrian path way project located in Marin and Sonoma counties along the former Northwestern Pacific (NWP) rail corridor. The ultimate SMART corridor would provide train service between Larkspur in Marin County to Cloverdale in Sonoma County, a distance of 70-miles. Since the passage of Measure M, which provided an initial fund source for SMART, voters in Marin and Sonoma County passed Measure Q, a 20-year ¼ cent sales tax dedicated to the SMART project. SMART is being delivered in phases.

### PROJECT STATUS / SCHEDULE

Construction of the SMART Phase 1 project started in January 2012 and launched a full schedule of passenger service on August 27, 2017.

#### Phase 1: Downtown San Rafael to Sonoma County Airport (43 Miles)

The SMART Phase 1 project included ten passenger stations, Positive Train Control-compliant railroad systems and signals, a Rail Operations Center, 18 Tier IV emissions-compliant diesel-multiple-unit rail cars, rebuilt or replaced 27 fixed bridges, recycled and installed a movable bridge over the Petaluma River, reconstructed 56 roadway grade crossings, rehabilitated two major tunnels, provided onsite prime wetlands mitigation at Mira Monte Marina, and constructed several SMART Pathway segments across both counties. The ten Phase 1 stations are in the following locations and passenger service to these stations began in August 2017:

- Sonoma County Airport
- Santa Rosa North
- Santa Rosa Downtown
- Rohnert Park
- Cotati
- Petaluma Downtown
- Novato San Marin
- Novato Hamilton
- Marin Civic Center
- San Rafael

#### Phase 2: Larkspur (2 miles)

The segment from San Rafael to Larkspur is complete and service to the Larkspur station began December 14, 2019. A locally funded infill station in Downtown Novato was also completed and open for service on December 14, 2019.

#### Phase 2: Windsor (3.3 miles)

SMART secured full funding for the Windsor Rail Extension between Sonoma County Airport and the Town of Windsor and began construction in late 2018. Funds fully secured for the project include \$25 million in State grants and \$5 million in Federal grants. The voter approved Regional Measure 3 Bridge Toll funds dedicated to the project have been the subject of ongoing litigation and the project was forced to suspend construction after 30% completion in March 2020. SMART is actively seeking alternative construction funds with a re-initiation of construction once secured and an estimated completion of 18 months after full funding.

#### Phase 3: Petaluma North Infill Station

SMART continues to pursue funding to construct an infill station in northeast Petaluma at Corona Road. SMART has committed \$2 million of Measure Q toward this project through the SMART Capital Plan process and the City of Petaluma has committed \$2 million of local traffic impact fees toward this project. In early 2022, SCTA partnered with SMART and local bus operators to submit a grant request for \$10 million that would fund the design and construction of this infill station.

#### Phase 3: Healdsburg/Cloverdale

SMART continues to pursue funding to complete additional operational segments of the SMART passenger rail project northward, including replacement of the rail bridge over the Russian River in Healdsburg.

### PROJECT FUNDING (IN THOUSANDS)

PHASE	TOTAL	Measure M—Rail	OTHER	NEED
1-Phase 1	\$475,000	\$15,954	\$459,100	\$0
2-Windsor	\$70,000	\$0	\$40,000	\$30,000
2-Petaluma North	\$14,100	0	\$4,000	\$10,100
2-Healdsburg	TBD	\$0	TBD	TBD
2-Cloverdale				
2-Larkspur	\$55,400	N/A	\$55,400	\$0
<b>TOTALS</b>	<b>TBD</b>	<b>\$15,954</b>	<b>TBD</b>	<b>TBD</b>

### MEASURE M PROGRAMMING CAPACITY

SMART has programmed all of the \$15,954K of Measure M — Passenger Rail funds identified in the Measure M Expenditure Plan and is currently paying down a 2011 bond defeasance loan. Once the loan is paid back SMART will have access to any remaining capacity in the rail program. The cash flow model (Chapter 5 Model #5 Passenger Rail (SMART)) estimates \$5 million of additional programming available in fiscal year 2025, the actual available programming will depend on sales tax revenue.

### PROJECT SPONSOR

SMART

COMPLETED





109

SAN RAFAEL

SONOMA~MARIN

**SMART**

AREA RAIL TRANSIT





# Appendices



## Project Sponsor's Checklist

For detailed guidance on Project Development Review, refer to Policy 11, Chapter 4.

### SCOPING

- ☐ Invite PDM to Scoping Meeting

### ENVIRONMENTAL

- ☐ Provide PDM with Notice of Preparation
- ☐ Notify PDM of proposed mitigation
- ☐ Circulate Administrative Draft of Environmental Document to PDM for comment

### DESIGN

There are four potential Design reviews. All projects will have a conceptual and final design review. The PDM will determine if Level I and/or Level II reviews are necessary at the end of the conceptual design review.

- ☐ Conceptual Review  
Schedule 2 weeks prior to requesting appropriation for design
- ☐ Level I Review  
Need will be determined by PDM
- ☐ Level II Review  
Need will be determined by the PDM
- ☐ Final Design Review  
Needed prior to requesting appropriation for construction.

Prior to any Design Review, the project manager of the sponsoring agency should submit the following documents to SCTA for review:

- |                                     |   |
|-------------------------------------|---|
| <input type="checkbox"/> Background | <input type="checkbox"/> Financial Plan                                 |
| <input type="checkbox"/> Scope      | <input type="checkbox"/> Engineering Plans, Reports, and Specifications |
| <input type="checkbox"/> Schedule   | <input type="checkbox"/> Summary response to previous SCTA reviews      |
| <input type="checkbox"/> Estimate   |   |





## Project Sponsor's Checklist

### **CONSTRUCTION**

Before appropriation of Measure M funds for construction, project sponsors must have completed a 100% Design Review, as defined in Policy 11 Chapter 4.

- ☐ Invite PDM to pre-construction meeting with contractor
- ☐ Inform PDM of all CCOs where Measure M funds are proposed to be used

Templates of all Measure M Forms and guidance can be found online at:

<http://scta.ca.gov/measure-m/documents-and-forms/>

<p style="text-align: center;"><b>VOTER'S PAMPHLET</b></p> <p style="text-align: center;"><b>MEASURES, ANALYSES AND ARGUMENTS</b></p> <p style="text-align: center;">(whichever is applicable to your ballot)</p> <p style="text-align: center;">Arguments in support of, or in opposition to, the proposed laws are the opinions of the authors.</p>	
<p style="text-align: center;"><b>COUNTY OF SONOMA MEASURE M</b></p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p><b>TRAFFIC RELIEF ACT FOR SONOMA COUNTY:</b> To maintain local streets, fix potholes, accelerate widening Highway 101, improve interchanges, restore and enhance transit, support development of passenger rail, and build safe bike/pedestrian routes, shall the Sonoma County Transportation Authority be authorized to levy a 1/4 cent retail transactions and use tax for a period not to exceed 20 years, spend money raised by the tax on the projects proposed, and issue bonds to finance the projects?</p> </div> <p style="text-align: center;"><b>COUNTY COUNSEL'S IMPARTIAL ANALYSIS OF MEASURE M</b></p> <p>This measure proposes a 1/4 percent increase in the current sales tax rate (an increase of 1/4 cent on each dollar spent on taxable items) to fund a list of local traffic relief and transportation improvement projects.</p> <p>The revenue raised from the tax would be committed to funding the following improvements and goals:</p> <ol style="list-style-type: none"> <li>1) Maintain and expand the existing transportation system, by widening Highway 101, improving interchanges, fixing potholes and maintaining local streets and roads, relieving traffic congestion on key corridors, completing initial steps necessary to establish a passenger rail system, expanding the local bus system, and building safe bike and pedestrian routes.</li> <li>2) Make the transportation system easy to use with efficient connections between buses, the future rail service, the freeway, and local roads and bike routes.</li> <li>3) Use local revenue to become a "self-help" county and leverage state and federal funding for transportation needs.</li> <li>4) Enhance safety in all aspects of the transportation system.</li> <li>5) Improve the mobility of all residents, especially seniors and people with disabilities.</li> <li>6) Help meet the unique local transportation needs of each community in Sonoma County.</li> </ol> <p>Specific projects are listed in the Expenditure Plan adopted by the Sonoma County Transportation Authority, which is set out in full in the voter information pamphlet. Before any specific project could be initiated, any necessary environmental review of the project would be completed. Estimated costs in the Expenditure Plan include the cost of such environmental review.</p> <p>The California Constitution requires any agency that spends tax revenue to establish a "spending limit," which restricts the amount of revenue an agency can spend over time. The ordinance establishes an initial annual spending limit of \$30 million for the Authority. The ordinance also specifies that the Authority may issue bonds, to be repaid by future tax revenue, to expedite completion of projects listed in the Expenditure Plan.</p> <p>The tax would be collected at the same time and in the same manner as current sales tax. Collection would begin on April 1, 2005, and would continue for a period of twenty (20) years. The tax will only be imposed if it is approved by 2/3 of the voters voting on the measure.</p> <p style="text-align: right;">STEVEN WOODSIDE County Counsel</p> <p style="text-align: right;">By: s/ Kathleen Larocque Deputy County Counsel</p> <p>The preceding statement is an Impartial Analysis of Measure M. The Full Text of Measure M (as well as the Expenditure Plan) has been printed in a Supplemental Voter Information Pamphlet. The Supplemental Pamphlet is being mailed separately to each registered voter. If you do not receive the Supplemental Pamphlet, or desire an additional copy, please call the Sonoma County Registrar of Voters Office at (707) 565-6800 or 1-(800) 750-VOTE toll free, and a copy will be mailed at no cost to you.</p>	<p style="text-align: center;"><b>COUNTY AUDITOR'S FISCAL IMPACT STATEMENT – MEASURE M</b></p> <p>Revenues:</p> <p>This measure increases the sales tax collected in Sonoma County by 1/4 of one percent (.25%) for twenty (20) years to fund highway improvements discussed in the "Expenditures" section below. Currently, the sales tax in Sonoma County is 7.5%. This measure would increase the current sales tax to 7.75%. This increase would remain in effect for no longer than twenty (20) years.</p> <p>Based on current sales tax collections, historical annual growth in sales tax, and the assumption that the tax will remain in effect for twenty (20) years, the Auditor-Controller estimates the sales tax collected, annually, under this measure will be approximately \$17 million to \$30 million.</p> <p>Proceeds from this sales tax shall be deposited in a special account under the control of the Sonoma County Transportation Authority, and shall be spent only to implement the projects in the Expenditure Plan below. The Chief Fiscal Officer of the Sonoma County Transportation Authority shall annually report the amount of proceeds collected and expended.</p> <p>Expenditures:</p> <p>The revenues generated by this measure are available solely for traffic relief goals and improvements set out in detail in the Expenditure Plan, and summarized below:</p> <ol style="list-style-type: none"> <li>1) Maintain and expand the existing transportation system by widening Highway 101, improving interchanges, fixing potholes and maintaining local streets and roads, relieving traffic congestion on key corridors, establishing a passenger rail system, expanding the local bus system, and building safe bike and pedestrian routes.</li> <li>2) Make the transportation system easy to use with efficient connection between buses, the future rail service, the freeway, and local roads and bike routes.</li> <li>3) Use local revenue to become a "self help" county and leverage state and federal funding for transportation needs.</li> <li>4) Enhance safety in all aspects of the transportation system.</li> <li>5) Improve the mobility of all residents, especially seniors and people with disabilities.</li> <li>6) Help meet the unique local transportation needs of each community in Sonoma County.</li> </ol> <p>The total transportation improvement expenditures would equal the estimated revenue above. However, the transportation improvement expenditures could be in excess of the estimated revenues because the Sonoma County Transportation Authority's able to use this local revenue to obtain additional state and federal funding.</p> <p>Bonds:</p> <p>This measure would authorize the Sonoma County Transportation Authority to issue bonds to finance projects included in the Expenditure Plan summarized above. The maximum bonded indebtedness, including issuance cost, interest, and bonding structure costs shall not exceed the total amount of proceeds from this sales tax.</p> <p>In accordance with the Elections Code, the scope of this fiscal impact analysis has been limited to the measure's effect on revenues and expenditures. It does not address larger countywide fiscal issues such as the measure's effect on the overall County economy.</p> <p style="text-align: right;">s/ Rodney A. Dole Sonoma County Auditor-Controller</p> <p>The preceding statement is a Fiscal Impact Statement regarding Measure M. The Expenditure Plan for Measure M (as well as the Full Text) has been printed in a Supplemental Voter Information Pamphlet. The Supplemental Pamphlet is being mailed separately to each registered voter. If you do not receive the Supplemental Pamphlet, or desire an additional copy, please call the Sonoma County Registrar of Voters Office at (707) 565-6800 or 1-(800) 750-VOTE toll free, and a copy will be mailed at no cost to you.</p>



<b>VOTER'S PAMPHLET</b> <b>MEASURES, ANALYSES AND ARGUMENTS</b> (whichever is applicable to your ballot) Arguments in support of, or in opposition to, the proposed laws are the opinions of the authors.	
<p align="center"><b>ARGUMENT IN FAVOR OF MEASURE M</b></p> <p>Measure M means getting Sonoma County moving!</p> <p>M = local street repairs: Potholes repaired. Local streets maintained. And neighborhood congestion reduced.</p> <p>M = widening 101: Measure M will accelerate the widening of Highway 101. More lanes means more time with our families and less time stuck on the road.</p> <p>M = much, much more: New passenger rail development. Safe new bicycle and pedestrian routes. New freeway interchanges. Improved local bus services.</p> <p>M = more accountability: Every 1/4 cent raised by Measure M must be spent on these specific projects. No pet projects for politicians or developers.</p> <p>M = 1/4 cent: Measure M is half the cost of what other counties have raised and spent. And it's twice as efficient.</p> <p>M = matching funds: Measure M will double our money with matching funds from the state and federal governments. That's our money! And Measure M gets us our share!</p> <p>A better local economy needs a better transportation system. And Measure M gives it to us.</p> <p>Let's get Sonoma County moving. Yes on Measure M!</p> <p>SC TRANSPORTATION LAND USE COALITION      s/ Raymond M. Mulas          s/ George Ellman, Chair Emeritus                  Dairyman/Local Firefighter</p> <p>s/ Mike Reilly    s/ Bill Cogbill          5th District Supervisor                                  Sheriff-Coroner</p> <p align="center">s/ Mari Featherstone          Small Business Owner</p> <p align="center"><b>REBUTTAL TO ARGUMENT IN FAVOR OF MEASURE M</b></p> <p>Proponents of this tax say, "Measure M will double our money with matching funds." We consider this to be a lie intended to deceive the voting public. If measure M would generate \$470 million over twenty years, we know of no law that would require either the state or federal government to provide Sonoma County with an extra \$470 million to match it. Proponents themselves tell us that any proposition M money that would be used for local road maintenance would not be matched by the state since the state does not match local road maintenance expenditures. We have no reason to believe the \$47 million that would go to subsidize the bus system would get the county an extra \$47 million from the state either.</p> <p>Ms. Featherstone, who signed the argument in favor of this tax, has on previous occasions spoken in favor of higher taxes and against developer fees. She likes the idea of developer fees being low and taxes being high. We suspect she is more an advocate for developer interests rather than an advocate for small business interests.</p> <p>In the case of the Sheriff, Mr. Cogbill, all we have is another over-paid public official endorsing a tax increase. What does he know about the cost effectiveness of rail transportation or the soundness of increasing the bus subsidy? If the passenger rail system were completed what would the resulting cost per passenger mile be, Mr. Cogbill? What is that critical number?</p> <p align="right">REDWOOD EMPIRE TAX COMMITTEE          s/ William W. Pisenti, President</p>	<p align="center"><b>ARGUMENT AGAINST MEASURE M</b></p> <p>If this quarter cent sales tax increase were approved County Supervisors say it will provide \$23 million to keep the passenger rail plan alive until 2006 when they will put an additional tax measure on the ballot. This is another example of the poor judgment of our elected officials. Their rail project would be a giant money sink. It has been described as "the train to nowhere" and would provide convenient transportation to and from work for practically no-one. People who would not use a train should not be stuck paying a tax to subsidize one.</p> <p>There are other reasons we ask that you vote against this tax including the fact that \$47 million would go to the bus system. Buses are already heavily subsidized by tax dollars and there is no reason to ask us to pay more to increase the subsidy. If buses are so great let them pay their own way.</p> <p>We expect this tax to be endorsed by the so-called "development community." This is also suspicious. What would their motive be? Do they see this tax as a way to speed development? Are the taxpayers being asked to, in effect, subsidize growth by paying for infrastructure expansions necessary to accelerate growth?</p> <p>We already pay adequate taxes for roads with gas taxes exceeding 40 cents per gallon. If the state and federal governments did not cheat us out of our fair share of this money we would have the roads and highways we deserve. Raising taxes at the local level is not an appropriate response. Our representatives in Sacramento and Washington should work more effectively to return a fair share of the gas taxes we pay to this county.</p> <p align="right">REDWOOD EMPIRE TAX COMMITTEE          s/ William W. Pisenti, President</p> <p align="center"><b>REBUTTAL TO ARGUMENT AGAINST MEASURE M</b></p> <p>Measure M is a responsible, no frills plan that tackles Sonoma County's most critical transportation problems.</p> <p>Unlike the transportation measures that failed in the past, Measure M commits to prudent investments in specific projects throughout the county that will ease congestion, improve safety and provide alternatives to those who cannot or choose not to drive cars.</p> <p>Measure M means local control. Forty percent of the funds will be distributed throughout the county for street maintenance and projects to reduce accidents and improve traffic flow.</p> <p>Another 40 percent will provide matching funds to unclog decades-old bottlenecks on Highway 101.</p> <p>Measure M will also provide express bus service for commuters, additional bus service at night and transit for seniors and the disabled. These are critical services for citizens who have no alternatives.</p> <p>Measure M means more choices—safe bicycle routes throughout the county and a reasonable investment in passenger rail. Taxpayers can decide later how they want to fund the regional SMART rail system.</p> <p>Measure M means more return on our tax dollars. New federal and state funds will flow to Sonoma County because we will have local matching funds. Now they go to other counties that have already passed similar self-help measures.</p> <p>Because it is a better plan, environmental groups, transit and bicycle advocates and others who opposed previous measures support Measure M.</p> <p>The community deserves better transportation. Measure M is a responsible, no frills plan that will deliver the transportation projects we need. Join us in supporting Measure M.</p> <p>s/ Steven Hood, Chief    s/ Ken Wells          Petaluma Police Department                                  Bicycle Advocate</p> <p>s/ Leonard Swenson    s/ Jack H. Frost, Captain          Retired Teacher    Timber Cove Fire Department</p> <p align="right">NORTHBAY LABOR COUNCIL          s/ Michael Allen, President</p>

Sonoma County

49-508

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# COUNTY OF SONOMA

## CONSOLIDATED GENERAL ELECTION TUESDAY, NOVEMBER 2, 2004

### Supplemental Voter Information Pamphlet

Compiled and Distributed by Sonoma County Registrar of Voters

**IMPORTANT NOTICE – Your Polling Place may have changed.** The location of your polling place for this election is printed on the back cover of this pamphlet and on the back cover of your Sample Ballot.

This Supplemental Voter Information Pamphlet includes the Full Text and Expenditure Plan of Measure M and is being sent in addition to your regular Sample Ballot and Voter Information Pamphlet. Counsel's Analysis, Fiscal Impact Statement, Arguments and Rebuttals are not included in this pamphlet, but are printed in the Voter Information Pamphlet included in the Sample Ballot booklet. If you do not receive a Sample Ballot please call the Registrar of Voters Office (telephone numbers below).

On Election Day – Tuesday, November 2, 2004 – polls will be open from 7 a.m. until 8 p.m.  
For Election Night results on the Internet: <http://www.sonoma-county.org/vote>

Sonoma County Registrar of Voters  
435 Fiscal Dr., P.O. Box 11485, Santa Rosa, CA 95406-1485  
(707) 565-6800 or toll free 1-(800) 750-VOTE (8683)

## SUPPLEMENTAL VOTER'S PAMPHLET

### FULL TEXT OF MEASURE AND EXPENDITURE PLAN

Analysis, Fiscal Impact Statement, Arguments and Rebuttals are not included in this pamphlet, but are printed in the Voter Information Pamphlet included in the Sample Ballot. If you do not receive a Sample Ballot, please call the Registrar of Voters Office at (707) 565-6800 or 1-(800)750-VOTE.

#### COUNTY OF SONOMA MEASURE M

**M** **TRAFFIC RELIEF ACT FOR SONOMA COUNTY:** To maintain local streets, fix potholes, accelerate widening Highway 101, improve interchanges, restore and enhance transit, support development of passenger rail, and build safe bike/pedestrian routes, shall the Sonoma County Transportation Authority be authorized to levy a 1/4 cent retail transactions and use tax for a period not to exceed 20 years, spend money raised by the tax on the projects proposed, and issue bonds to finance the projects?

#### FULL TEXT OF MEASURE M

##### ORDINANCE NO. 2

AN ORDINANCE OF THE SONOMA COUNTY TRANSPORTATION AUTHORITY IMPOSING A RETAIL TRANSACTIONS AND USE TAX TO BE ADMINISTERED BY THE STATE BOARD OF EQUALIZATION; ADOPTING AN EXPENDITURE PLAN APPROVED BY THE CITIES OF SONOMA COUNTY AND THE COUNTY OF SONOMA; ESTABLISHING AN APPROPRIATIONS LIMIT FOR THE SONOMA COUNTY TRANSPORTATION AUTHORITY; AND AUTHORIZING THE ISSUANCE OF BONDS TO FINANCE PROJECTS LISTED IN THE EXPENDITURE PLAN

#### BACKGROUND FINDINGS.

1. In 2000, the Sonoma County Transportation Authority initiated a public outreach process seeking input from the public about transportation needs throughout Sonoma County and the nine cities. As a result of that process, the 2001 Countywide Transportation Plan was adopted. That document was updated as the 2004 Comprehensive Transportation Plan in June 2004.

2. The 2004 Comprehensive Transportation Plan includes goals and objectives for relieving traffic congestion, and a ranked list of projects needed throughout the County. State and federal funds are inadequate to complete these projects in a timely manner and have been an unreliable source of revenue.

3. The Traffic Relief Act for Sonoma County was developed using the 2004 Comprehensive Transportation Plan as the basis. With an established local revenue source, Sonoma County will become a "self-help" county and will be able to leverage state and federal funding to accomplish the transportation goals set out in the Traffic Relief Act for Sonoma County and approved herewith. The Traffic Relief Act will provide a reliable source of funding to help meet transportation needs.

In light of the above findings, in order to initiate a comprehensive, realistic transportation plan for Sonoma County and its nine cities in the 21<sup>st</sup> Century, the Sonoma County Transportation Authority ordains as follows:

Section 1. TITLE. This ordinance shall be known as the 2004 Sonoma County Traffic Relief Act. The Sonoma County Transportation Authority hereinafter shall be called "Authority." This ordinance shall be applicable in the incorporated and unincorporated territory of the County of Sonoma, which shall be referred to herein as "County."

Section 2. OPERATIVE DATE. "Operative Date" means April 1, 2005, which is the first day of the first calendar quarter commencing more than 110 days after the election approving the adoption of this ordinance.

Section 3. PURPOSE. This ordinance is adopted to achieve the following, among other purposes, and directs that the provisions hereof be interpreted in order to accomplish those purposes:

A. To establish a local funding source for traffic relief goals and improvements set out in detail in the Expenditure Plan, and summarized herein:

- 1) Maintain and expand the existing transportation system, by widening Highway 101, improving interchanges, fixing potholes and maintaining local streets and roads, relieving traffic congestion on key corridors, establishing

a passenger rail system, expanding the local bus system, and building safe bike and pedestrian routes.

- 2) Make the transportation system easy to use with efficient connections between buses, the future rail service, the freeway, and local roads and bike routes.
- 3) Use local revenue to become a "self-help" county and leverage state and federal funding for transportation needs.
- 4) Enhance safety in all aspects of the transportation system.
- 5) Improve the mobility of all residents, especially seniors and people with disabilities.
- 6) Help meet the unique local transportation needs of each community in Sonoma County.

B. To impose a retail transactions and use tax in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Section 180050 et seq. of the Public Utilities Code which authorizes the Authority to adopt this tax ordinance which shall be operative if a two-thirds majority of the electors voting on the measure vote to approve the imposition of the tax at an election called for that purpose.

C. To adopt a retail transactions and use tax ordinance that incorporates provisions identical to those of the Sales and Use Tax Law of the State of California insofar as those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation Code.

D. To adopt a retail transactions and use tax ordinance that imposes a tax and provides a measure therefor that can be administered and collected by the State Board of Equalization in a manner that adapts itself as fully as practicable to, and requires the least possible deviation from, the existing statutory and administrative procedures followed by the State Board of Equalization in administering and collecting the California State Sales and Use Taxes.

E. To adopt a retail transactions and use tax ordinance that can be administered in a manner that will be, to the greatest degree possible, consistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, minimize the cost of collecting the transactions and use taxes, and at the same time, minimize the burden of record keeping upon persons subject to taxation under the provisions of this ordinance.

F. To adopt an expenditure plan setting forth goals and objectives related to the movement of people and goods within and through Sonoma County, by the improvement and maintenance of all modes of transportation.

G. To establish an appropriations limit for the Sonoma County Transportation Authority.

H. To authorize issuance of bonds to finance projects included in the expenditure plan adopted as part of this ordinance.

Section 4. CONTRACT WITH STATE. Prior to the operative date, the Authority shall contract with the State Board of Equalization to perform all functions incident to the administration and operation of this transactions and use tax ordinance; provided, that if the Authority shall not have contracted with the State Board of Equalization prior to the operative date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

Section 5. TRANSACTIONS TAX RATE. For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in the incorporated and unincorporated territory of the County at the rate of 1/4 of 1 percent (0.25%) of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in said territory on and after the operative date of this ordinance.

CONT. NEXT PAGE

## SUPPLEMENTAL VOTER'S PAMPHLET

### FULL TEXT OF MEASURE AND EXPENDITURE PLAN

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#### FULL TEXT OF MEASURE M, CONT.

Section 6. PLACE OF SALE. For the purposes of this ordinance, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the State or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the State Board of Equalization.

Section 7. USE TAX RATE. An excise tax is hereby imposed on the storage, use or other consumption in the District of tangible personal property purchased from any retailer on and after the operative date of this ordinance for storage, use or other consumption in said territory at the rate of  $\frac{1}{4}$  of 1 percent (0.25%) of the sales price of the property. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

Section 8. ADOPTION OF PROVISIONS OF STATE LAW. Except as otherwise provided in this ordinance and except insofar as they are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this ordinance as though fully set forth herein.

Section 9. LIMITATIONS ON ADOPTION OF STATE LAW AND COLLECTION OF USE TAXES. In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

A. Wherever the State of California is named or referred to as the taxing agency, the name of this Authority shall be substituted therefor. However, the substitution shall not be made when:

1. The word "State" is used as a part of the title of the State Controller, State Treasurer, State Board of Control, State Board of Equalization, State Treasury, or the Constitution of the State of California;

2. The result of that substitution would require action to be taken by or against this Authority or any agency, officer, or employee thereof rather than by or against the State Board of Equalization, in performing the functions incident to the administration or operation of this Ordinance.

3. In those sections, including, but not necessarily limited to sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to:

a. Provide an exemption from this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption remain subject to tax by the State under the provisions of Part 1 of Division 2 of the Revenue and Taxation Code, or;

b. Impose this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not be subject to tax by the state under the said provision of that code.

4. In Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code.

B. The word "County" shall be substituted for the word "State" in the phrase "retailer engaged in business in this State" in Section 6203 and in the definition of that phrase in Section 6203.

Section 10. PERMIT NOT REQUIRED. If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this ordinance.

#### Section 11. EXEMPTIONS, EXCLUSIONS, AND CREDITS.

A. There shall be excluded from the measure of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.

B. There are exempted from the computation of the amount of transactions tax the gross receipts from:

1. Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the County in which the sale is made and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this State, the United States, or any foreign government.

2. Sales of property to be used outside the County which is shipped to a point outside the County, pursuant to the contract of sale, by delivery to such point by the retailer or his agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the County shall be satisfied:

a. With respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code by registration to an out-of-County address and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her principal place of residence; and

b. With respect to commercial vehicles, by registration to a place of business out-of-County and declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.

3. The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

4. A lease of tangible personal property which is a continuing sale of such property, for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this ordinance.

5. For the purposes of subparagraphs (3) and (4) of this section, the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

C. There are exempted from the use tax imposed by this ordinance, the storage, use or other consumption in this County of tangible personal property:

1. The gross receipts from the sale of which have been subject to a transactions tax under any state-administered transactions and use tax ordinance.

2. Other than fuel or petroleum products purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.

3. If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

4. If the possession of, or the exercise of any right or power over, the tangible personal property arises under a lease which is a continuing purchase of

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#### FULL TEXT OF MEASURE M, CONT.

such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this ordinance.

5. For the purposes of subparagraphs (3) and (4) of this section, storage, use, or other consumption, or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

6. Except as provided in subparagraph (7), a retailer engaged in business in the County shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the County or participates within the County in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in the County or through any representative, agent, canvasser, solicitor, subsidiary, or person in the County under the authority of the retailer.

7. "A retailer engaged in business in the County" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the County.

D. Any person subject to use tax under this ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a County imposing, or retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use or other consumption of which is subject to the use tax.

Section 12. AMENDMENTS. All amendments subsequent to the effective date of this ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this ordinance, provided however, that no such amendment shall operate so as to affect the rate of tax imposed by this ordinance.

Section 13. ENJOINING COLLECTION FORBIDDEN. No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action or proceeding in any court against the State or the Authority, or against any officer of the State or the Authority, to prevent or enjoin the collection under this ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

Section 14. ESTABLISHMENT OF APPROPRIATIONS LIMIT. Taking into account the proceeds of taxes available to the Authority, including tax revenue that would become available upon approval of this ordinance, the appropriations limit of the Sonoma County Transportation Authority for fiscal year 2004-2005 is established as \$30 million, unless that amount should be amended pursuant to applicable law.

Section 15. ADOPTION OF EXPENDITURE PLAN AND ACCOUNTABILITY FOR EXPENDITURE OF PROCEEDS OF THE TAX. The Board hereby adopts the Expenditure Plan attached hereto and incorporated into this ordinance by reference. Proceeds of the tax imposed by this ordinance shall be placed in a special account, and shall be spent only to implement the projects set forth in the Expenditure Plan, including planning, engineering, environmental review, and construction of such projects.

Section 16. ESTABLISHMENT OF BONDING AUTHORITY. The Authority is authorized to issue bonds for the purposes of advancing the commencement of or expediting the delivery of transportation programs or projects set forth in the Expenditure Plan. The Authority may issue limited tax bonds, from time to time,

to finance any program or project in the Plan. The maximum bonded indebtedness, including issuance costs, interest, reserve requirements, and insurance, shall not exceed the total amount of the proceeds anticipated to be collected by imposition of this transactions and use tax. All costs associated with the issuance of such bonds shall be accounted for within the program category in which the bond proceeds are used. The bonds shall be payable solely from the proceeds of the retail transactions and use tax, and may be issued any time before expiration of the tax.

Section 17. ANNUAL REPORT. The Chief Fiscal Officer of the Sonoma County Transportation Authority shall annually cause to be prepared a report setting forth (a) the amount of funds collected and expended; and (b) the status of any projects authorized to be funded in the Expenditure Plan adopted by the Authority in Section 15 herein.

Section 18. COMPLIANCE WITH CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA). Pursuant to the State CEQA Guidelines Section 15378(b)(4), adoption of this retail transactions and use tax ordinance and Expenditure Plan is not a "project" subject to the requirements of CEQA. Prior to commencement of any project included in the Expenditure Plan, any necessary environmental review required by CEQA shall be completed. Estimated costs in the Expenditure Plan include the cost of such environmental review.

Section 19. REQUEST TO CALL ELECTION. The Authority requests the Board of Supervisors to call an election for the approval of this ordinance, consolidated with the general election of November 2, 2004. The question to appear on the ballot shall read:

**TRAFFIC RELIEF ACT FOR SONOMA COUNTY:** To maintain local streets, fix potholes, accelerate widening Highway 101, improve interchanges, restore and enhance transit, support development of passenger rail, and build safe bike/pedestrian routes, shall the Sonoma County Transportation Authority be authorized to levy a 1/4 cent transactions and use tax for a period not to exceed 20 years, spend money raised by the tax on the projects proposed, and issue bonds to finance the projects?

Section 20. SEVERABILITY. If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, the remainder of the ordinance and the application of such provision to other persons or circumstances shall not be affected thereby.

Section 21. EFFECTIVE DATE. This ordinance relates to the levying and collecting of the County transactions and use taxes and shall take effect immediately upon the close of the polls on November 2, 2004, if the measure is approved by two-thirds of the electors voting on the measure at the election held that day.

Section 22. TERMINATION DATE. The authority to levy the tax imposed by this ordinance shall expire twenty (20) years from the operative date of this ordinance.

PASSED AND ADOPTED by the Sonoma County Transportation Authority, in the County of Sonoma, in the State of California, on July 19, 2004, by the following vote:

AYES: Chair Paul Kelley, Vice Chair Bob Jehn, Directors; Steve Allen, Bob Blanchard, Patricia Gilardi, Mike Kerns, Lisa Schaffner, Tim Smith, and Vicki Vidak-Martinez

NOES: Director Joe Costello, and Alternate Craig Litwin

ABSENT: Director Mike Healy

s/ Paul Kelley  
SCTA Chairperson

Attest:

s/ Suzanne Wilford  
Clerk of the Board

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**Traffic Relief Act For  
Sonoma County**

**Expenditure Plan**

**Sonoma County Transportation Authority**

**Approved June 28, 2004**



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#### FULL TEXT OF MEASURE M, CONT.

#### TRAFFIC RELIEF ACT FOR SONOMA COUNTY EXPENDITURE PLAN

##### Executive Summary

Traffic Relief Act for Sonoma County Expenditure Plan  
A 1/4 cent sales tax for 20 years, dedicated to transportation.

#### A. Fix Potholes, Maintain Streets and Keep Traffic Moving – 40%

20% will fund pothole repair and street maintenance.

Jurisdiction	Population/ Road Mile Percentage	Sales Tax Funding
Cloverdale	1.2%	\$ 1,090,662
Cotati	1.2%	\$ 1,089,163
Healdsburg	2.2%	\$ 2,033,038
Petaluma	8.9%	\$ 8,329,202
Rohnert Park	6.3%	\$ 5,902,766
Santa Rosa	26.8%	\$ 25,180,759
Sebastopol	1.3%	\$ 1,252,038
Sonoma	1.6%	\$ 1,528,926
Windsor	3.8%	\$ 3,527,091
Sonoma County	46.9%	\$ 44,066,353
Estimated Total	100.0%	\$ 94,000,000

20% will fund safety projects, relieve traffic and fix bottlenecks.

Project	Sales Tax Money To Be Used for Match	Developer Fees & Gas Tax Money
Penngrove Improvements, including Rail Road Interchange	\$ 19,000,000	\$ 19,000,000
Fulton Road Improvements and Interchange at Route 12	\$ 19,000,000	\$ 19,000,000
Airport Blvd Improvements and Interchange at Hwy 101	\$ 15,000,000	\$ 15,000,000
Old Redwood Hwy Interchange	\$ 10,000,000	\$ 10,000,000
Farmers Lane Extension	\$ 10,000,000	\$ 10,000,000
Hearn Avenue Interchange	\$ 9,000,000	\$ 9,000,000
Route 121/116 & Arnold Drive	\$ 7,000,000	\$ 7,000,000
Forestville Bypass	\$ 2,000,000	\$ 2,000,000
Bodega Highway	\$ 1,000,000	\$ 1,000,000
River Road	\$ 1,000,000	\$ 1,000,000
Mark West Springs Road	\$ 1,000,000	\$ 1,000,000
Estimated Total	\$ 94,000,000	\$ 94,000,000

#### B. Highway 101 Improvements – 40%

Provide matching funds to complete widening from the county line to Windsor.

Project	Sales Tax Money To Be Used for Match	State & Federal Gas Tax Money
Rohnert Park Area	\$ 40,000,000	–
Santa Rosa to Windsor	\$ 50,000,000	\$ 55,000,000
Petaluma to Rohnert Park	\$ 50,000,000	\$ 55,000,000
Petaluma Area	\$ 25,000,000	\$ 50,000,000
South of Petaluma	\$ 10,000,000	\$ 115,000,000
Design, Plans & Financing	\$ 13,000,000	\$ 12,000,000
Estimated Total	\$ 188,000,000	\$ 287,000,000

#### C. Bus, Rail and Bicycle & Pedestrian – 19%

Bus Service – \$47,000,000: more service throughout county including express bus, evening service and transit for seniors and disabled.

Passenger Rail – \$23,000,000: Develop station sites, improve rail crossings on local roads, final engineering.

Provide safe bike routes throughout the cities and County – \$19,000,000.

One percent of the revenue is allocated for administration, project management and audits.

#### I. TRANSPORTATION VISION

Through a public process involving the cities, Sonoma County, Caltrans and members of the public, the Sonoma County Transportation Authority has developed a transportation strategy for our county. The key components include:

- Maintain and expand our existing transportation system:
  - Widen Highway 101,
  - Improve interchanges,
  - Fix potholes and maintain local streets and roads,
  - Relieve traffic congestion on key corridors,
  - Establish a passenger rail system,
  - Expand the local bus system, and
  - Build safe bike and pedestrian routes
- Make the transportation system easy to use with efficient connections between buses, the future passenger rail service, the freeway, and local roads and bike routes.
- Use local money to become a "self-help" county and leverage state and federal funding for transportation needs.
- Enhance safety in all aspects of the transportation system.
- Improve the mobility of all residents, especially seniors and people with disabilities.
- Help meet the unique local transportation needs of each community in Sonoma County.

These broad themes have been translated into specific programs and projects to create the Traffic Congestion Relief Act for Sonoma County.

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#### FULL TEXT OF MEASURE M, EXPENDITURE PLAN CONT.

#### II. EXPENDITURE PLAN SUMMARY

##### Traffic Relief Act for Sonoma County

The Traffic Relief Act for Sonoma County provides for investment in three program categories. Each program category will receive a percentage share of sales tax revenues, currently estimated at \$470 million (in 2004 dollars) over a 20-year period.

<u>Program Category</u>	<u>Percent Share</u>	<u>20-Year Estimated Revenue</u>
1. Local Streets & Roads	40%	\$188 Million
2. Highway 101	40%	\$188 Million
3. Transit, Passenger Rail, Bikes	19%	\$ 89 Million

One percent of the revenue is allocated for administration, project management and audits.

Detail on the specific projects within each program category is provided in the Project Description section of this document. A summary chart with projects and programs is attached to this plan as **Appendix A**.

##### Oversight and Administration

The implementation of the Traffic Relief Act for Sonoma County will be the responsibility of the Sonoma County Transportation Authority. The SCTA is composed of twelve elected officials: a representative from each of the nine cities in Sonoma County and three members of the Sonoma County Board of Supervisors.

The SCTA will be responsible for developing and updating a strategic plan to guide allocation decisions and project delivery. The SCTA will develop the initial strategic plan by July 1, 2005, and prepare and update it at least every five years during the term of the plan.

The Citizens Advisory Committee established under the original ordinance that created the SCTA will serve as an independent oversight body that will advise the SCTA on the administration of the Traffic Relief Act for Sonoma County and report to the public via annual audits of the Act.

The SCTA will work closely and cooperatively with the California Department of Transportation (Caltrans) and the Metropolitan Transportation Commission (MTC) on programming state and federal grants to match funding from the Traffic Relief Act for Sonoma County for programs and projects. These partnerships will help to maximize the state and federal funds that can be leveraged with a local source of funds and to deliver projects in a timely manner.

#### III. GOALS AND OBJECTIVES

The programs and projects contained in the Traffic Relief Act for Sonoma County are based upon the *2004 Comprehensive Transportation Plan* developed by the Sonoma County Transportation Authority. The *2004 Comprehensive Transportation Plan* identifies goals related to the movement of people and goods through the improvement and maintenance of all modes of transportation. These goals are further supported by specific objectives for different geographic areas of the County. These goals and objectives are reflective of public feedback heard in workshops and at outreach events throughout the County. Taken together, these goals and objectives create the strategy through which Sonoma County can shape its transportation future. A complete list of the goals and objectives is attached to this plan as **Appendix B**.

#### IV. PROJECT DESCRIPTIONS

The Traffic Relief Act for Sonoma County has three program categories that have been divided into specific projects. The expenditure plan calls for a specific percentage of revenue to be allocated to each of the categories and the funding then distributed to the proposed list of projects. The lists below do not reflect priority order.

#### A. Local Streets & Roads – Pothole Repair & Congestion Relief

Fixing potholes and maintaining local streets and roads is a central focus of the Traffic Relief Act for Sonoma County. Approximately \$94 million (or 20% of the sales tax revenue) will be used by cities and the County to fix existing roads and keep them maintained. All projects will take into consideration bicycle and pedestrian needs, traffic calming, intelligent transportation system technology and system implementation, and appropriate safety measures. These components of a road project are eligible for sales tax revenue. Below is a chart that shows how much each jurisdiction can anticipate receiving from the Traffic Relief Act for Sonoma County.

<u>Jurisdiction</u>	<u>Population/Road Mile Percentage</u>	<u>Estimated Funding</u>
Cloverdale	1.2%	\$ 1,090,662
Cotati	1.2%	\$ 1,089,163
Healdsburg	2.2%	\$ 2,033,038
Petaluma	8.9%	\$ 8,329,202
Rohnert Park	6.3%	\$ 5,902,766
Santa Rosa	26.8%	\$ 25,180,759
Sebastopol	1.3%	\$ 1,252,038
Sonoma	1.6%	\$ 1,528,926
Windsor	3.8%	\$ 3,527,091
Sonoma County	46.9%	\$ 44,066,353
<b>Total</b>	<b>100.0%</b>	<b>\$ 94,000,000</b>

In addition to maintaining local roads the Traffic Relief Act for Sonoma County will provide approximately \$94 million (or 20% of the sales tax revenue) for traffic congestion relief projects. The following projects have been identified as high priority needs but they are not listed in priority order. All of these projects will require environmental review, engineering and matching funds before they can be constructed. All projects will take into consideration bicycle and pedestrian needs, traffic calming, intelligent transportation system technology and system implementation, and appropriate safety measures. These components of a road project are eligible for sales tax revenue.

- 1. Penngrove Improvements including Railroad Avenue Interchange**  
**Estimated Total Cost:** \$38,000,000  
**Estimated Sales Tax Share:** \$19,000,000  
**Implementing Agency:** County of Sonoma, Caltrans and SCTA  
**Project Description:** This project will include providing access to Highway 101 at Railroad Avenue. The project will improve circulation and access, while also relieving congestion in the Penngrove area.
- 2. Airport Blvd. Improvements & Airport Blvd. Interchange**  
**Estimated Total Cost:** \$30,000,000  
**Estimated Sales Tax Share:** \$15,000,000  
**Implementing Agency:** County of Sonoma, Caltrans and SCTA  
**Project Description:** This project will signalize and widen Airport Blvd. from Sonoma County Airport over Highway 101 to Old Redwood Highway. The project would also extend Brickway from Laughlin Road to River Road as a congestion relief measure for the Airport Blvd. interchange.
- 3. Highway 121/116 Intersection Improvements & Arnold Drive Improvements**  
**Estimated Total Cost:** \$14,000,000  
**Estimated Sales Tax Share:** \$7,000,000  
**Implementing Agency:** County of Sonoma and Caltrans  
**Project Description:** This project would remove a right turn lane and install a traffic signal at the intersection of Highway 121 and 116. The pro-

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#### FULL TEXT OF MEASURE M, EXPENDITURE PLAN CONT.

ject would relocate the park and ride lot, replace the Yellow Creek Bridge, and widen the roadway to allow for turn lanes into and out of existing commercial uses. The capacity of the park and ride lot would be increased from 47 spaces to 94 parking spaces. The Arnold Drive improvements would include adding traffic signals and center turn lanes at various locations. This project is both a congestion relief and safety project.

4. **Fulton Road Improvements and Fulton Road Interchange at Route 12**  
**Estimated Total Cost:** \$38,000,000  
**Estimated Sales Tax Share:** \$19,000,000  
**Implementing Agency:** County of Sonoma, City of Santa Rosa and Caltrans  
**Project Description:** This project would add turn lanes and one through lane in each direction on Fulton Road and would build an interchange at Highway 12 and Fulton Road.
5. **Forestville Bypass**  
**Estimated Total Cost:** \$4,000,000  
**Estimated Sales Tax Share:** \$2,000,000  
**Implementing Agency:** County of Sonoma and Caltrans  
**Project Description:** This project would realign an "S" curve on Highway 116 and construct minor widening and signalization at the intersections of Highway 116/Packing House and Highway 116/Mirabel. The project would relieve congestion through downtown Forestville and improve safety.
6. **Old Redwood Highway Interchange in Petaluma**  
**Estimated Total Cost:** \$20,000,000  
**Estimated Sales Tax Share:** \$10,000,000  
**Implementing Agency:** City of Petaluma, Caltrans and SCTA  
**Project Description:** This project would construct a replacement interchange for the Old Redwood Highway/101 interchange with wider ramps, wider over-crossing, and better signalization. This project is both a safety and congestion relief project.
7. **Hearn Avenue Interchange Improvements in Santa Rosa**  
**Estimated Total Cost:** \$18,000,000  
**Estimated Sales Tax Share:** \$9,000,000  
**Implementing Agency:** City of Santa Rosa, Caltrans and SCTA  
**Project Description:** This project would widen the Hearn Avenue Bridge; add turn lanes and widen the Santa Rosa Avenue approaches to the Hearn interchange and realign the ramps on the west side of the interchange.
8. **Farmers Lane Extension**  
**Estimated Total Cost:** \$20,000,000  
**Estimated Sales Tax Share:** \$10,000,000  
**Implementing Agency:** City of Santa Rosa  
**Project Description:** This project would extend Farmers Lane from Bellevue Avenue to Petaluma Hill Road and would relieve congestion on all adjacent arterials as well as provide additional east-west access through Santa Rosa.
9. **Bodega Highway Improvements west of Sebastopol**  
**Estimated Total Cost:** \$2,000,000  
**Estimated Sales Tax Share:** \$1,000,000  
**Implementing Agency:** County of Sonoma  
**Project Description:** This project would straighten curves near Occidental and add turn pockets where needed. This is a safety project.
10. **Mark West Springs Road in northeast Sonoma County**  
**Estimated Total Cost:** \$2,000,000  
**Estimated Sales Tax Share:** \$1,000,000  
**Implementing Agency:** County of Sonoma  
**Project Description:** This project would add shoulders and turn pockets on Mark West Springs Road.

#### 11. River Road Improvements

**Estimated Total Cost:** \$2,000,000

**Estimated Sales Tax Share:** \$1,000,000

**Implementing Agency:** County of Sonoma

**Project Description:** This project would straighten a curve west of Mirabel Road near Guerneville, add shoulders and add turn pockets.

#### B. Highway 101

Widening Highway 101 to three lanes in each direction will require help from state and federal sources. With local tax revenue, Sonoma County will become a "self-help" county and Sonoma County Transportation Authority will be able to leverage more state and federal money and build the Highway 101 projects much more quickly. All projects will take into consideration bicycle and pedestrian needs, traffic calming, intelligent transportation system technology and system implementation, and appropriate safety measures. These components of a highway project are eligible for sales tax revenue.

1. **Rohnert Park – Santa Rosa Avenue to Rohnert Park Expressway**  
**Estimated Total Cost:** \$40,000,000  
**Estimated Sales Tax Share:** \$40,000,000  
**Implementing Agency:** Caltrans and SCTA  
**Project Description:** This project would add one carpool lane in each direction through Rohnert Park and includes the re-construction of the Wilfred Avenue Interchange and the local roadways in the interchange area.
2. **Old Redwood Highway in Petaluma to Rohnert Park Expressway**  
**Estimated Total Cost:** \$105,000,000  
**Estimated Sales Tax Share:** \$50,000,000  
**Implementing Agency:** Caltrans and SCTA  
**Project Description:** This project would add one carpool lane in each direction between Petaluma and Rohnert Park and a northbound truck-climbing lane between Petaluma and Cotati. The sales tax dollars will be used to accelerate project engineering, purchase right of way, and leverage state and federal revenues to construct the project.
3. **Steele Lane in Santa Rosa to Windsor River Road in Windsor**  
**Estimated Total Cost:** \$105,000,000  
**Estimated Sales Tax Share:** \$50,000,000  
**Implementing Agency:** Caltrans and SCTA  
**Project Description:** This project would add one carpool lane in each direction between Steele Lane in Santa Rosa and Windsor River Road in Windsor. It would also improve the on ramps and off ramps and add deceleration and acceleration lanes where needed. The sales tax dollars will be used to accelerate project engineering, purchase right of way, and leverage state and federal revenues to construct the project.
4. **Petaluma – Petaluma River Bridge to Old Redwood Highway**  
**Estimated Total Cost:** \$50,000,000  
**Estimated Sales Tax Share:** \$25,000,000  
**Implementing Agency:** Caltrans and the SCTA  
**Project Description:** This project would add one carpool lane in each direction through Petaluma. It would also improve the on ramps and off ramps and add deceleration and acceleration lanes where warranted. The sales tax dollars will be used to accelerate project engineering, purchase right of way, and leverage state and federal revenues to construct the project.
5. **Petaluma River Bridge to Sonoma County Line**  
**Estimated Total Cost:** \$125,000,000  
**Estimated Sales Tax Share:** \$10,000,000  
**Implementing Agency:** Caltrans and SCTA  
**Project Description:** This project would add one carpool lane in each direction, improve safety at numerous access points, rebuild the Petaluma River Bridge and provide traffic congestion relief. The sales tax dollars will be used to accelerate project engineering, purchase

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right of way, and leverage state and federal revenues to construct the project.

#### 6. Design, Project Development and Financing Costs

**Estimated Total Cost:** \$25,000,000

**Estimated Sales Tax Share:** \$13,000,000

**Implementing Agency:** Caltrans and SCTA

**Project Description:** This category of funding would allow the SCTA to contract with private firms to design and develop projects including engineering and environmental work. This would accelerate the delivery of projects and avoid having to rely on the state budget to provide the needed design resources. The SCTA and Caltrans would conduct oversight. It is anticipated bonds would be used to accelerate Highway 101 projects and the costs associated with doing that would be accounted for in this category.

#### C. Local Transit, Passenger Rail & Bicycle/Pedestrian Routes

Restoring and enhancing local bus service, completing the initial steps necessary to develop a passenger rail system and providing safe bicycle and pedestrian routes make up the third program category in the Traffic Relief Act for Sonoma County. Approximately \$89 million (or 19% of sales tax revenue) is dedicated to this effort.

Below is a table showing the distribution of revenue to the local transit operators. This formula is in keeping with the TDA population formula currently in use. Transit operators will use the sales tax funds for such things as express bus service, later evening service, enhanced services for the elderly and disabled and other transit opportunities that may arise.

Transit Operator	Estimated Funding
Sonoma County Transit	\$ 24,950,971
Santa Rosa CityBus	\$ 15,373,579
Petaluma Transit	\$ 5,572,301
Healdsburg Transit	\$ 1,139,336

The Sonoma-Marin Area Rail Transit District (SMART) will use approximately \$23 million (or 5% of the sales tax revenue) to complete initial steps that will accelerate the development of passenger rail service for Sonoma and Marin Counties. The work will include obtaining final environmental clearance, final engineering, grade crossing improvements on local roadways and station site development in Sonoma County. These funds will be made available to SMART in the first three years of the sales tax to allow SMART to continue to move forward on the project, in anticipation of a SMART District ballot measure in 2006 that will provide full funding for the operation of rail service.

Approximately \$19 million (or 4% of the sales tax revenue) will be used to build new bicycle and pedestrian routes that will increase overall safety, close gaps in existing routes and provide safe routes to schools and to transit. Bike safety programs focused on educating the public and, in particular, school children, will be eligible to receive sales tax funds. In addition, there will be numerous local road improvement projects that will include bicycle lanes.

The following projects have been identified as high priority needs but they are not listed in priority order.

#### 1. Santa Rosa Creek Trail

**Sales Tax:** \$1,450,000

**Implementing Agency:** City of Santa Rosa

**Project Description:** Close gaps along the Santa Rosa Creek Trail in Santa Rosa. This will create an east-west connection through central Santa Rosa.

#### 2. Old Redwood Highway/Mendocino Avenue/Santa Rosa Avenue Corridor Project

**Sales Tax:** \$500,000

**Implementing Agency:** City of Santa Rosa

**Project Description:** Creates a safer north-south bike route through central Santa Rosa.

#### 3. Central Sonoma Valley Trail – Hwy 12 alternative route

**Sales Tax:** \$1,900,000

**Implementing Agency:** Sonoma County (Public Works & Regional Parks)

**Project Description:** Creates a safe route for pedestrians and bicyclists between Verano Avenue and Agua Caliente Road. There is currently no alternative through route to Highway 12, forcing pedestrians and bicyclists to use the shoulder of Hwy 12 for such destinations as Flowery School, Larson Park, La Luz Community Center, Maxwell Farms Park and the Boys and Girls Club.

#### 4. Sonoma/Schellville – along NWP Right-of-Way – Hwy 121 to Lovall Valley Road

**Sales Tax:** \$650,000

**Implementing Agency:** Sonoma County (Regional Parks)

**Project Description:** Class 1 path would connect Hwy 121 to City of Sonoma Class 1 path through town.

#### 5. Arnold Drive from Altamira Middle School to Hwy 12

**Sales Tax:** \$2,000,000

**Implementing Agency:** Sonoma County (Public Works)

**Project Description:** Build shoulders on Arnold Drive just north of middle school to add bike lanes, through Sonoma Developmental Center and Glen Ellen to Hwy 12. This would continue the existing bike lane on Arnold Drive at Petaluma Avenue.

#### 6. Petaluma River Trail Enhancement

**Sales Tax:** \$2,000,000

**Implementing Agency:** City of Petaluma

**Project Description:** Create a bicycle and pedestrian pathway along Petaluma River connecting east side of town to new shopping, new housing and theater district downtown.

#### 7. Copeland Creek/Laguna Trail – Redwood Drive to RP Expressway

**Sales Tax:** \$350,000

**Implementing Agency:** City of Rohnert Park

**Project Description:** Make the existing path along Copeland Creek and Laguna de Santa Rosa from Redwood to Hinebaugh Creek (at Rohnert Park Expressway) useable for pedestrians and bicyclists.

#### 8. Street Smart Sebastopol – enhanced bike & pedestrian access through downtown

**Sales Tax:** \$2,000,000

**Implementing Agency:** City of Sebastopol

**Project Description:** This project includes closing gaps in sidewalks, adding bike routes, placing directional signs, building transit shelters and other related items within Sebastopol.

#### 9. West County Trail – Hwy 116 to Steelhead Beach

**Sales Tax:** \$500,000

**Implementing Agency:** Sonoma County (Public Works)

**Project Description:** This is the last segment of the West County Trail.

#### 10. McCray Road bike lane from Cloverdale city limits to River Park

**Sales Tax:** \$250,000

**Implementing Agency:** Sonoma County

**Project Description:** Create safe passage to the River Park from existing Cloverdale bike lanes.

#### 11. Healdsburg Foss Creek Trail on NWP Right-of-Way

**Sales Tax:** \$3,250,000

**Implementing Agency:** City of Healdsburg

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**Project Description:** Create a continuous paved pedestrian and bicycle facility (Class 1 and 2) between the City's northern and southern city limits. The path is along Foss Creek and the NWP rail line in places.

**12. Northwestern Pacific Railroad Bicycle Trail**

**Sales Tax:** \$1,000,000

**Implementing Agency:** SMART and local jurisdictions

**Project Description:** Work with SMART to build a north-south bike path parallel to the Northwestern Pacific railroad track throughout Sonoma County.

**13. Access Across Highway 101 at Various Locations**

**Sales Tax:** \$1,000,000

**Implementing Agency:** Caltrans and local jurisdictions

**Project Description:** Identify key east-west access points across Highway 101.

**14. Highway 1 in Bodega Bay – Salmon Creek to Doran Beach Road**

**Sales Tax:** \$950,000

**Implementing Agency:** Caltrans and Sonoma County

**Project Description:** On and off road bike route along the coast to provide safe passage for locals and through traffic.

#### V. IMPLEMENTATION GUIDELINES

- A. The duration of the tax will be 20 years, beginning on April 1, 2005 and expiring on March 31, 2025.
- B. Environmental reporting, review and approval procedures as provided for under the National Environmental Policy Act, the California Environmental Quality Act, or other applicable laws will be adhered to as a prerequisite to the implementation of any project.
- C. Use of the retail transactions and use tax under this Transportation Expenditure Plan will be subject to the following restrictions:
  1. The tax proceeds must be spent for the purposes of funding the transportation programs and projects as allowed in the Traffic Relief Act for Sonoma County and may not be used for other purposes.
  2. Consistent with California Public Utilities Code Section 180200, the SCTA intends that the additional funds provided governmental agencies by the Traffic Relief Act for Sonoma County shall supplement existing local revenues being used for public transportation purposes and that local jurisdictions maintain their existing commitment of local funds for transportation purposes.
  3. The SCTA is charged with a fiduciary duty in administering the tax proceeds in accordance with the applicable laws and this Traffic Relief Act for Sonoma County. Receipt of tax proceeds may be subject to appropriate terms and conditions as determined by the SCTA in its reasonable discretion, including, but not limited to, the right to require recipients to execute funding agreements and the right to audit recipients' use of the tax proceeds.
- D. Actual tax proceeds may be higher or lower than estimated in this Traffic Relief Act for Sonoma County over the 20-year term. The Traffic Relief Act for Sonoma County expenditure plan is based on the percentage distributions to each Program Category and Project and the dollar values included are estimates only. Actual tax proceeds will be programmed annually in accordance with the percentage distributions in the Traffic Relief Act for Sonoma County expenditure plan.
- E. The Sonoma County Transportation Authority will prepare a Strategic Plan prior to July 1, 2005, which will identify funding prioritization criteria consistent with the goals and objectives of the *Comprehensive Transportation Plan*, developed by the SCTA and periodically updated, and the Traffic Relief Act for Sonoma County expenditure plan. The Strategic Plan will include

general procedures for project sponsors to initiate a project and identify an implementation schedule and the programming of funds for each listed project. The Strategic Plan will include the evaluation criteria for prioritization of projects and for reallocation of tax proceeds that become available pursuant to Section V-F below. The Strategic Plan will be updated at least every five years during the term of the Traffic Relief Act for Sonoma County.

- F. The ability to fully fund or complete all programs or projects in this Traffic Relief Act for Sonoma County expenditure plan may be impacted by changing circumstances over the duration of the tax. Tax proceeds originally allocated to a listed project may become available for reallocation due to any of the following reasons:
  1. A listed project is completed under budget;
  2. A listed project is partially or fully funded by funding sources other than tax proceeds;
  3. A project sponsor and implementing agency request deletion of a listed project because of unavailability of matching funds;
  4. A listed project cannot be completed due to an infeasible design, construction limitation or substantial failure to meet specified implementation milestones.

Upon a finding that tax proceeds are available for reallocation due to one of the conditions above, the SCTA may reallocate such tax proceeds subject to the following guidelines:

1. Available tax proceeds can be reallocated only to project(s) within the same Program Category as the original listed project.
2. Reallocation of tax proceeds within a Program Category will be based on criteria specified in the Strategic Plan, which may include impact on congestion, cost-effectiveness, availability of matching funds, project readiness and schedule adherence as determined by the SCTA.
- G. The SCTA is authorized to bond for the purposes of advancing the commencement of or expediting the delivery of transportation programs or projects. The SCTA may issue limited tax bonds, from time to time, to finance any program or project in the Traffic Relief Act for Sonoma County as allowed by applicable law and as approved by the SCTA, and the maximum bonded indebtedness shall not exceed the total amount of proceeds of this retail transactions and use tax, estimated to be \$470 million in 2004 dollars. All costs associated with the issuance of bonds, including debt service payments, issuance costs, interest, reserve requirements, and insurance shall be accounted for within that program category in which the bond proceeds were used. Such bonds will be payable solely from the proceeds of the retail transactions and use tax and may be issued any time before expiration of the tax.

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##### Appendix A – Program Summary Chart

#### Traffic Relief Act For Sonoma County – EXPENDITURE PLAN

A 1/4 Cent Sales Tax for 20 Years

The Traffic Relief Act For Sonoma County contains three transportation program categories providing a balanced approach to meeting the mobility needs of Sonoma County. This summary lists the three program categories along with the major projects within each category. The percentage distribution of sales tax funding for each program category and project is listed along with the estimated amount of other funding needed from state and federal sources over a twenty-year period. Prior to implementation of any project included in the Traffic Relief Act for Sonoma County, any necessary environmental review required by the California Environmental Quality Act shall be completed. The estimated total cost includes the cost of environmental review. The Traffic Relief Act is the first of a two-phase funding approach for transportation. Phase two will be a 1/4 cent sales tax proposal by SMART to fully fund a passenger rail system.

		Percentage Share of Sales Tax Revenue	Estimated Sales Tax Funding by Program/Project	Estimated State/Federal/Oth er Funding
		Over a 20 Year Period (Using 2004 Dollars & Data)		
<b>A. Local Streets &amp; Roads – Pothole Repair &amp; Congestion Relief</b>				
1	Annually, 20% of the total sales tax revenue will be allocated to the nine cities and Sonoma County for the maintenance of local streets and roads based on a 50% population/50% road mile formula as shown below. Formula will be updated annually.	20.0%	\$ 94,000,000	\$ 263,000,000
	Cloverdale	1.2%	\$ 1,090,662	\$ 3,051,326
	Cotati	1.2%	\$ 1,089,163	\$ 3,047,118
	Healdsburg	2.2%	\$ 2,033,038	\$ 5,688,164
	Petaluma	8.9%	\$ 8,329,202	\$ 23,303,904
	Rohnert Park	6.3%	\$ 5,902,766	\$ 16,515,348
	Santa Rosa	26.8%	\$ 25,180,759	\$ 70,452,440
	Sebastopol	1.3%	\$ 1,252,038	\$ 3,503,160
	Sonoma	1.6%	\$ 1,528,926	\$ 4,277,958
	Windsor	3.8%	\$ 3,527,091	\$ 9,868,286
	Sonoma County	46.9%	\$ 44,066,353	\$ 123,291,770
2	Local road improvement projects to address congestion and safety such as:	20.0%	\$ 94,000,000	\$ 94,000,000
	Penngrove improvements including Railroad Avenue Interchange	20.2%	\$ 19,000,000	\$ 19,000,000
	Airport Blvd. improvements including Airport Interchange	16.0%	\$ 15,000,000	\$ 15,000,000
	Route 121 and 116 intersection and Arnold Drive improvements	7.4%	\$ 7,000,000	\$ 7,000,000
	Fulton Road improvements and Fulton Interchange at Route 12	20.2%	\$ 19,000,000	\$ 19,000,000
	Forestville Bypass	2.1%	\$ 2,000,000	\$ 2,000,000
	Old Redwood Highway Interchange in Petaluma	10.6%	\$ 10,000,000	\$ 10,000,000
	Hearn Avenue Interchange in Santa Rosa	9.6%	\$ 9,000,000	\$ 9,000,000
	Farmers Lane Extension in Santa Rosa	10.6%	\$ 10,000,000	\$ 10,000,000
	Bodega Highway improvements outside Sebastopol	1.1%	\$ 1,000,000	\$ 1,000,000
	Mark West Springs Road in northeast Sonoma County	1.1%	\$ 1,000,000	\$ 1,000,000
	River Road improvements	1.1%	\$ 1,000,000	\$ 1,000,000
	<b>Local Roads Total</b>	<b>40.0%</b>	<b>\$ 188,000,000</b>	<b>\$ 357,000,000</b>
<b>B. Highway 101</b>				
1	Fund the widening of Highway 101 from Petaluma to Windsor, including providing matching funds to leverage state and federal money. Sales tax funds are needed to deliver the projects more expeditiously and without relying on the state budget.	40.0%	\$ 188,000,000	\$ 287,000,000
	Rohnert Park – Santa Rosa Avenue to Rohnert Park Expressway	21.3%	\$ 40,000,000	
	Old Redwood Highway in Petaluma to Rohnert Park Expressway	26.6%	\$ 50,000,000	\$ 55,000,000
	Steele Lane in Santa Rosa to Windsor River Road	26.6%	\$ 50,000,000	\$ 55,000,000
	Petaluma – from the Petaluma Bridge to Old Redwood Highway	13.3%	\$ 25,000,000	\$ 40,000,000
	Petaluma Bridge south to Sonoma County line	5.3%	\$ 10,000,000	\$ 125,000,000
	Design, Project Development & Financing Costs	6.9%	\$ 13,000,000	\$ 12,000,000
	<b>Highway Total</b>	<b>40.0%</b>	<b>\$ 188,000,000</b>	<b>\$ 287,000,000</b>

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		Percentage Share of Sales Tax Revenue Over a 20 Year Period (Using 2004 Dollars & Data)	Estimated Sales Tax Funding by Program/Project	Estimated State/Federal/Oth er Funding
<b>C. Local Transit, Passenger Rail, Bicycle &amp; Pedestrian</b>				
1	Restore and enhance local bus service, including express bus service, enhanced services for the elderly and disabled, shuttle connections to future rail service and other transit opportunities that may arise. Distribution of sales tax funding is based on the current TDA formula excluding Golden Gate Transit. Formula will be updated annually.	10.0%	\$ 47,000,000	\$ 352,500,000
	Sonoma County Transit	53.05%	\$ 24,950,971	\$ 187,001,250
	Santa Rosa Transit	32.68%	\$ 15,373,579	\$ 115,197,000
	Petaluma Transit	11.85%	\$ 5,572,301	\$ 41,771,250
	Healdsburg Transit	2.42%	\$ 1,139,336	\$ 8,530,500
2	Complete initial steps to accelerate the development of passenger rail service for Sonoma and Marin Counties including environmental clearance, final engineering, grade crossing improvements and station site development. Sales tax funding will be provided to SMART in the first three years of the measure and will match \$17 million in state bond funding otherwise due to expire in 2010.	5.0%	\$ 23,000,000	\$ 17,000,000
	Final engineering	56.5%	\$ 13,000,000	\$ 13,000,000
	Grade crossings at twenty five street locations	15.2%	\$ 3,500,000	\$ 3,500,000
	Station site development and joint development plan	13.0%	\$ 3,000,000	\$ 500,000
	Finalize environmental document including public outreach and FTA coordination	15.2%	\$ 3,500,000	
3	Provide safe routes for bicyclists and pedestrians including closing gaps in existing routes and providing safe routes to schools and transit. Example projects include:	4.0%	\$ 19,000,000	\$24,000,000
	Santa Rosa Creek Trail	7.6%	\$ 1,450,000	
	Old Redwood Highway/Mendocino Avenue/Santa Rosa Avenue Corridor	2.6%	\$ 500,000	
	Central Sonoma Valley Trail	10.0%	\$ 1,900,000	
	Sonoma/Schellville Trail	3.4%	\$ 650,000	
	Arnold Drive from Altamira Middle School to Hwy 12	10.5%	\$ 2,000,000	
	Petaluma River Trail Enhancement Project	10.5%	\$ 2,000,000	
	Copeland Creek Trail from Redwood Drive to Rohnert Park Expressway	1.8%	\$ 350,000	
	Street Smart Sebastopol Program	10.5%	\$ 2,000,000	
	West County Trail – final segment on Mirabel Road from Hwy 116 to Steelhead Beach	2.6%	\$ 500,000	
	McCray Road in Cloverdale	1.3%	\$ 250,000	
	Highway 1 in Bodega Bay	5.0%	\$ 950,000	
	Foss Creek Trail in Healdsburg	17.1%	\$ 3,250,000	
	Northwestern Pacific Bike Path Segments	5.3%	\$ 1,000,000	
	Access across Highway 101	5.3%	\$ 1,000,000	
	Unallocated at this time	6.3%	\$ 1,200,000	
	<b>Bicycle and Pedestrian Total</b>	<b>19.0%</b>	<b>\$ 89,000,000</b>	<b>\$ 393,500,000</b>
	<b>Totals</b>	<b>99.0%</b>	<b>\$ 465,000,000</b>	<b>\$ 1,037,500,000</b>

1% of sales tax revenues will be used for administration of the sales tax program including audits and reports to the public.

Percentages shown above have been rounded.

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##### Appendix B – Goals & Objectives

The Sonoma County Transportation Authority has developed and regularly updates the *Comprehensive Transportation Plan*. As part of that plan, goals for a comprehensive transportation system were defined and the county was divided into four geographic sub-areas with more specific objectives.

##### **Plan Goals**

- Relieve congestion on roads and highways.
- Improve safety and reduce accidents for all modes, including pedestrians. Improve key connection points between corridors for all modes of travel.
- Maximize transportation funding.
- Improve travel on Highway 101.
- Design, implement and operate an effective, efficient and convenient passenger and freight rail system.
- Reduce truck traffic on local streets and roads. Emphasize highway and rail for movement of goods instead.
- Implement the countywide bicycle plan with emphasis on bicycles as a transportation alternative.
- Develop a transportation system that is consistent with the General Plans in Sonoma County.
- Emphasize projects that demonstrate Transit Oriented Development.
- Make Sonoma County roads and highways more easily navigable for tourists.
- Enhance bus transit service.
- Provide facilities to allow functional transfers between modes.

##### **North/South Sub-area Objectives:**

- Relieve congestion on Petaluma Hill Road at Adobe Road and between Snyder Lane and Santa Rosa Avenue.
- Discourage through truck traffic on Old Redwood Highway in Cotati.
- Keep through traffic on Highway 101.
- Improve bike safety and bike continuity through Petaluma.
- Relieve congestion at the key connection point of Stony Point Road/Highway 101/Petaluma Boulevard.
- Improve east Petaluma and inter-city transit service.
- Improve rail crossings and seek funds for grade separations.
- Relieve congestion on Stony Point between Hearn Avenue and Highway 12.
- Increase the number of transit trips throughout the sub-area.
- Create functional access to rail.
- Improve the intersection at Old Redwood Highway and Fulton Road to relieve congestion and improve bike traffic.
- Create bicycle "alternative routes" that don't go through cities.
- Improve access to Hwy 101 in Central Healdsburg.
- Seismically retrofit bridges north of Healdsburg to maintain emergency access and for serviceability.
- Relieve truck traffic and congestion in southern Healdsburg.
- Improve access to jobsites at Airport Business Park and Fountaingrove area.
- Improve east-west traffic flow in northern Santa Rosa.
- Improve access to and overall circulation at the Charles M. Schulz Regional Airport.
- Expand bus transit service between Santa Rosa and Cloverdale.

##### **Northeast Sub-area Objectives:**

- Improve circulation/relieve congestion on Mark West Springs Road
  - Address truck traffic, commuter needs, bike traffic, safety and multi-county use.
- Improve safety on Calistoga Road and Alexander Valley Road
  - Address truck and commute traffic.

##### **Southeast Sub-area Objectives:**

- Relieve congestion on Highway 12 in Sonoma through Agua Caliente.
- Relieve congestion and make safety improvements within the 121/12/116/Arnold Drive corridor including 8<sup>th</sup> Street East, Broadway and other intersections.
- Increase and enhance transit service as follows:
  - On Route 30 for students.
  - Reinstate weekend service on Route 40 between Petaluma and Sonoma.
  - Improve transit service to Napa County.
  - Provide feeder bus service to rail.
- Address emergency vehicle and safety issues on Highway 12 in the Oakmont area.
- Improve rail crossings and seek funds for grade separations.
- Study participation in future ferry service.

##### **West Sub-area Objectives:**

- Reduce congestion in Sebastopol on 116/12.
- Increase transit service – especially express service to the lower Russian River area.
- Ensure the transportation system operates during emergency flood conditions.









